



LOCAL NOTICE TO MARINERS

U.S. Department of Homeland Security United States Coast Guard



WEEKLY EDITION

April 08, 2003

Issued by:

Commander, Seventh Coast Guard District
909 SE 1st Avenue, Miami, Florida 33131-3050
Telephone (305) 415-6730
Fax (305) 415-6757
Office hours 7:30 a.m. - 4:00 p.m., M-F

The Local Notice to Mariners is available online at:

<http://www.navcen.uscg.gov/lnm/d7>

BROADCAST NOTICE TO MARINERS

Navigation information having been of immediate concern to the Mariner, and promulgated by the following broadcasts, has been incorporated in this notice when still effective:

- CCGD7 (D7) BNM 460-03 to 486-03
- GROUP CHARLESTON (CHA) BNM 083-03 to 090-03
- GROUP MAYPORT (MAY) BNM 166-03 to 179-03
- GROUP MIAMI (MIA) BNM 176-03 to 190-03
- GROUP KEY WEST (KEY) BNM 046-03 to 051-03
- GROUP ST. PETERSBURG (STP) BNM 470-03 to 510-03
- SAN JUAN GANTSEC (GAN) BNM 138-03 to 140-03

NOTES:

- (1) Unless otherwise indicated, missing and destroyed structures are presumed to be in the immediate vicinity, mariners should proceed with caution.
- (2) The Local Notice to Mariners consists of a Monthly Edition and Weekly Supplemental. The Monthly Edition should be maintained as a reference. Recurring information is published only once a month.
- (3) To change your mailing address, start or discontinue receiving this publication, please call (305) 415-6730 or send an email to Mr. Bernie Dukes at: bdukes@d7.uscg.mil

REFERENCES:

- Light List, Vol. III, Atlantic and Gulf Coasts, 2002 Edition (COMDTPUB P16502.3).
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2002 (34th Edition).
U.S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico and Virgin Islands 2003 (30th Edition).

The United States Coast Guard Navigation Information Service (NIS)

The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information for GPS, DGPS, and LORAN-C. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). NANU notices can be obtained via email subscription through the USCG Navigation Center website: <http://www.navcen.uscg.gov/gps/status/default.htm>. In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation or loss of radio navigation services to the NIS via any of the following: Phone: (703) 313-5900, Email: webmaster@smtp.navcen.uscg.mil, or on the World Wide Web at: <http://www.navcen.uscg.gov>

REPORT DISCREPANCIES IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

ABBREVIATION DEFINITIONS

ACOE - Army Corps of Engineers
AICW - Atlantic Intracoastal Waterway
BKW - Breakwater
BNM - Broadcast Notice to Mariner
CHA - Charleston, SC
CGD07 - Coast Guard District Seven
C/O - Cut Off
CONSTR - Construction
CONST - Construction
DBD/DAYBD - Dayboard
DBN IMCH - Daybeacon Improper Characteristic

ADRIFT - Buoy Adrift
B - Buoy
B - Refer to Light List (Pg. xiv)
CG - Refer to Light List (Pg. xv)
CHAN - Channel
CR - Refer to Light List (Pg. xv)
CONT - Contour
CRK - Creek
DBN - Daybeacon
DBN/DEST - Daybeacon Destroyed
DISCON - Discontinued

DMGD -	Daybeacon Damaged	EST -	Established Aid
EVAL -	Evaluation	EXT -	Extinguished
FL -	Flashing	F/S -	Fog Signal
GAN -	San Juan, PR	GICW -	Gulf Intracoastal Waterway
HAZ -	Hazard to Navigation	HBR -	Harbor
HOR -	Horizontal Clearance	HT -	Height
IMPCA -	Improper Characteristics	INL -	Inlet
INOP -	Not Operating	ISL -	Islet
KBG -	Refer to Light List (Pg. xv)	KBG-I -	Refer to Light List (Pg. xv)
KBR -	Refer to Light List (Pg. xv)	KBR-I -	Refer to Light List (Pg. xv)
KBW -	Refer to Light List (Pg. xv)	KEY -	Key West, FL
KGB -	Refer to Light List (Pg. xv)	KGB-I -	Refer to Light List (Pg. xv)
KGR -	Refer to Light List (Pg. xv)	KGR-I -	Refer to Light List (Pg. xv)
KGW -	Refer to Light List (Pg. xv)	KGW-I -	Refer to Light List (Pg. xvi)
KRB -	Refer to Light List (Pg. xvi)	KRB-I -	Refer to Light List (Pg. xvi)
KRG -	Refer to Light List (Pg. xvi)	KRG-I -	Refer to Light List (Pg. xvi)
KRW -	Refer to Light List (Pg. xvi)	KWB -	Refer to Light List (Pg. xvi)
KWB-I -	Refer to Light List (Pg. xvi)	KWG -	Refer to Light List (Pg. xvi)
KWG-I -	Refer to Light List (Pg. xvi)	KWR -	Refer to Light List (Pg. xvi)
KWR-I -	Refer to Light List (Pg. xvi)	LAT -	Latitude
LB -	Lighted Buoy	LBB -	Lighted Bell Buoy
LGB -	Lighted Gong Buoy	LONG -	Longitude
LNLM -	Local Notice to Mariners	LT -	Light
LT CONT -	Light Continuous	LWB -	Lighted Whistle Buoy
MAY -	Mayport, FL	MIA -	Miami, FL
MISS -	Missing	MR -	Refer to Light List (Pg. xvi)
MR-I -	Refer to Light List (Pg. xvi)	N/A -	Not Available
NB -	Refer to Light List (Pg. xvi)	N/C -	Not Charted
ND -	Refer to Light List (Pg. xvi)	NG -	Refer to Light List (Pg. xvi)
NIMA -	National Imagery and Mapping Agency	NL -	Refer to Light List (Pg. xvi)
NO -	Number	NOS -	National Ocean Service
NR -	Refer to Light List (Pg. xvi)	NW -	Refer to Light List (Pg. xvi)
NW -	Notice Writer	NY -	Refer to Light List (Pg. xvi)
OBSCU -	Obscured	OBST -	Obstruction
OBSTR -	Obstruction	PRIV -	Private Aid
RBN -	Radio Beacon	REBUILT -	Aid Rebuilt
RECOVERED -	Aid Recovered	RED -	Red Buoy
REDINT -	Reduced Intensity	RRL -	Range Rear Light
RELIGHTED -	Aid Relighted	RELOC -	Relocated
RESET ON STATION -	Aid Reset on Station	RFL -	Range Front Light
RIV -	River	SEC -	Section
SG -	Green Square on pile	SG-SY -	Green Square with Yellow Square on pile
SHL -	Shoaling	SND -	Sound
STP -	St. Petersburg, FL	TEMP -	Temporary Aid Change
STM -	Statue Mile	TR -	Red Triangle on pile
TRLB -	Temporarily Replaced by Lighted Buoy	TRLT -	Temporarily Replaced by Light
TR-TY -	Red Triangle with Yellow Triangle on pile	TRUB -	Temporarily Replaced by Unlighted Buoy

I. SPECIAL NOTICES

NOAA NEW EDITION CHARTS, AVAILABILITY, AND MARINER RESPONSIBILITY

NOAA recognizes two products as official NOAA paper nautical charts. They are:

- 1) The Charts-on-Demand chart printed and distributed by OceanGrafix using print-on-demand technology. www.OceanGrafix.com, and
- 2) The traditional paper chart printed by NOAA and distributed by the Federal Aviation Administration (FAA).

NOAA Dates of Latest Edition provides notification of chart availability for both products through a listing at <http://chartmaker.ncd.noaa.gov/mcd/dole.htm>.

When NOAA releases a new edition nautical chart, OceanGrafix has the ability to distribute the Charts on Demand chart immediately. The corresponding traditional paper chart is available for distribution six to eight weeks later. Immediately upon release both versions are officially recognized to meet Federal chart carriage requirements.

The mariner is responsible for keeping their charts current through application of Notice to Mariner corrections. The last Notice applied by NOAA prior to the traditional paper chart release for printing is listed at the chart lower left corner as "Corrected through NM" and "Corrected through LNM". Additionally, the last Notice to Mariners applied by NOAA to the Charts-on-Demand version of the chart is listed at the chart lower left under "Additional Corrections Through: NIMA Notice / Local Notice".

Note: the Edition Date is the month and year in which the chart is printed. It is not the date of the last Notice to Mariners applied by NOAA. <http://chartmaker.ncd.noaa.gov/mcd/dole.htm>

For questions contact NOAA at help@nauticalcharts.gov

NATIONAL TIDAL DATUM UPDATE PLANNED FOR APRIL 2003

The National Oceanic and Atmospheric Administration, National Ocean Service (NOS) is updating the nation's tidal datums to a new National Tidal Datum Epoch (NTDE) to reflect changes in mean sea level along the nation's coast.

It is the policy of NOS to consider a revised NTDE every 20-25 years in order to take into account relative sea level changes caused by global sea level change and the effects of long term local land movement due to subsidence or glacial rebound. Previous tidal Epochs were determined for periods 1924-42, 1941-59, and 1960-78. Water level measurements taken by NOS over long periods of time are used to smooth out shorter term (daily, monthly, annual) variations which help reveal long term trends. (See the following web site for sea level trends) <http://tidesandcurrents.noaa.gov/sltrends/sltrends.shtml>. The NOS Center for Operational Oceanographic Products and Services (CO-OPS) has the responsibility for operating and maintaining the National Water Level Observation Network, comprised of 175 long term stations in the coastal ocean and Great Lakes. The tide stations are used as the primary reference for determination of tidal datums and bench mark elevations (permanent monuments with elevations referenced to tidal datums) for station locations listed on the CO-OPS web site <http://tidesandcurrents.noaa.gov>. A significant number of these tidal bench mark information sheets will be made available on the 1983-2001 NTDE after April 21, 2003. The remaining stations, that meet NOS publication standards, will be continuously updated until the process is completed at the end of FY 2003.

Information concerning the NTDE update will be posted at the above mentioned web site. For further details please contact Steve Gill at 301-713-2981 Extension 139, or Stephen.Gill@noaa.gov.

DATES OF LATEST EDITIONS, NAUTICAL CHARTS AND MISCELLANEOUS MAPS

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated April 1, 2003, published by the National Ocean Service, is available for issue. It may be obtained free by mail from the National Aeronautical Charting Office, AVN-530, Federal Aviation Administration, 6303 Ivy Lane, Suite 400, Greenbelt MD, 20770-1479, by telephone at 1-800-638-8972 or from your local authorized nautical chart sales agent. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and up-to-date prices for most of the publications listed.

REPORTING OF SUSPICIOUS ACTIVITY

The Department Of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to their local Federal Bureau of Investigation (FBI) Joint Terrorism Task Force (JTTF) Office, <http://www.fbi.gov/contact/fo/fo.htm>, or to other appropriate authorities. Individuals can contact the DHS Watch and Warning Unit at (202) 323-3205, toll free at 1-888-585-9078, or by e-mail to nipc.watch@fbi.gov. For suspicious activity at ports, marinas, boat yards, bridges and other waterfront areas, the U. S. Coast Guard asks the maritime industry to support Operation "On Guard" by calling the National Response Center (NRC) at 1-877-24-WATCH or your local Marine Safety Office.

Ref: LNM 12/, 13/03 (Updated) and 14/03

2003 U.S. COAST GUARD LIGHT LIST VOLUME III

The 2003 U.S. Coast Guard Light List Volume III (GPO Stock Number: 050-012-00435-8/ISBN: 0-16-067667-3) is now available on the USCG Navigation Center Internet site (www.navcen.uscg.gov/pubs/LightLists/LightLists.htm). Hard copy edition will be available in April 2003 from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. For pricing, ordering information, and availability, please contact the Superintendent of Documents by calling 202-512-1800 or visit www.gpo.gov. If you returned a USCG Light List Renewal Fax-Back Form for the 2003 USCG Light List editions, you will receive your volumes by mail. In order to receive future USCG Light List editions (2004 and beyond), please use the following methods:

1. USCG Navigation website
2. Order from the Government Printing Office at www.gpo.gov/ifpep
3. All military should order from the Defense Logistic Agency (DLA): www.dscr.dla.mil/pc9 1-800-826-0342 or pc9@dscr.dla.mil.
Standard distribution point of contact is Mr. Bob Pribbenow (804) 279.1794.

Ref: LNM 07, 08,10/03 (Updated), 11, 12 and 13/03

SAFETY ADVISORY - MARINE TELEVISION ANTENNAE INTERFERENCE WITH GPS

This safety advisory applies to the Coast Guard cutter fleet and boat forces community and is provided for informational purposes only. It has come to the attention of the Coast Guard and Federal Communications Commission (FCC) that certain consumer electronics-grade active VHF/UHF marine television antennas are causing operational degradation in the performance of global positioning system (GPS) receivers. This interference may be realized as a display of inaccurate position information or a complete loss of GPS receiver acquisition and tracking ability.

The interference is not limited to the GPS equipment onboard the vessel with the installed active marine television antennae. There have been reports of interference occurring on other vessels and installations operating up to 2000 feet away from vessels using such antennas. In one particular case, the interference caused the position of the vessel as displayed on the electronic chart to move erratically and dramatically often across large expanses of land. As can be expected, various data displays indicated erroneous information such as excessive speeds. In these instances the problem would occasionally correct itself while at other times required resetting the system. To the vessel's crew these annoyances were frustrating and caused concerns that perhaps less obvious inaccuracies were occurring. Ultimately this affected their confidence in the performance of the GPS and electronic chart display and information system.

The FCC identified the following models of marine television antennas as having potential problems during the investigation of GPS interference:

A. TDP (Tandy Distribution Products) Electronics - Mini State Electronic amplified UHF/VHF TV ANTENNA - MODELS 5MS740, 5MS750, AND 5MS921.
 B. Radio Shack Corporation - Long Range Amplified Omni Directional TV Antenna - Model 15-1624.
 C. Shakespeare Corporation - Seawatch - Models 2040/Code Date 02A00, 2050/Code Date 03A00 (Code dates are found on the antenna power supply).
 The GPS interference problem may not be limited to the marine television models listed above.
 4. If mariners experience outages or degradation of their GPS receiver operation, they should perform an on-off test of their marine television antennae. If turning off the power to the marine television antenna results in improvement in the GPS receiver performance, the marine television antenna may be the source of interference in the GPS band. In that case, the mariner should contact the manufacturer of the marine television antenna and identify the symptoms. If turning off the marine television antennae does not improve the GPS receiver performance or if mariners identify another marine television antenna (not listed above) with a GPS interference problem, mariners have been requested to contact the 24-hour Coast Guard Navigation Information Service At 703-313-5900 Or Email to NISWS@NAVCEN.USCG.MIL.
 5. Questions or comments related to this information may be addressed to Mr. William Cairns (G-SCT-2) at 202-267-6599 / Email to WCAIRNS@COMDT.USCG.MIL or LCDR Kathryn L. Oakley (G-WKS-4) at 202-267-2965 / Email to KOAKLEY@COMDT.USCG.MIL.

Ref: LNM 03, 04, 05, 06, 07, 08, 09, 10, 11, 12 and 13/03

SAFE BOATING AND SEAMANSHIP PROGRAMS

For addition information on CG Auxiliary Public Education Boating Programs, contact 1-800-336-2628 or <http://www.cgaux7.org/>

HOST	DATES	TIME	LOCATION
U. S. Coast Guard Auxiliary Flotilla 42 (321) 773-7599	Continuous Boating Skills and Seamanship	7:30 p.m.– 9:30 p.m. (Tuesdays & Thursdays) 6 Weeks, 12 Lessons	Palm Bay Community Ctr 1502 Port Malabar Blvd Palm Bay, FL
U. S. Coast Guard Auxiliary Flotilla 78 (727) 360-7496	Continuous Boating Skills and Seamanship	7:30 p.m.– 9:30 p.m. (Mondays) 13 Weeks	Warren Webster Community Ctr 1500 Passe Grille Blvd St Petersburg, FL
U. S. Coast Guard Auxiliary Flotilla 79 (813) 855-6997	Continuous Boating Skills and Seamanship	7:30 p.m.– 9:30 p.m. (Wednesdays) 13 Weeks	5108 Gandy Blvd Salty Sol Boat Ramp Tampa, FL
U. S. Coast Guard Auxiliary Flotilla 7-16 (727) 323-5950	Continuous Starting Apr 22, 2003 Boating Skills and Seamanship	7:30 p.m.– 9:30 p.m. (Tuesdays) 13 Weeks	USCG Auxiliary Bldg 3120 Miriam St South Gulfport, FL
U. S. Coast Guard Auxiliary Flotilla 96 (239) 594-8009	Apr 19, 2003 Local Knowledge	9:00 a.m. – 11:00 a.m. (Saturday)	Public Education Facility Cocohatchee River Park Naples, FL
U. S. Coast Guard Auxiliary Flotilla 14-8 (904) 721-1346 U. S. Coast Guard Auxiliary Jacksonville, FL (904) 269-2653 or (904) 725-1861	Apr 26, 2003 Boating Safely (Register at 7:30 a.m.) April 27, 2003 Boating Safety Program	8:00 a.m. – 5:00 p.m. (Saturday) 7:30 a.m. – 5:00 p.m. (Sunday) 1 Day	Mandarin High School 4831 Greenland Road Jacksonville, FL Captains Club 13363 Beach Blvd Jacksonville, FL
U. S. Coast Guard Auxiliary Flotilla 96 (239) 594-8009	May 3, 2003 Navigating with GPS	9:00 a.m. – 11:00 a.m. (Saturday)	Public Education Facility Cocohatchee River Park Naples, FL
U. S. Coast Guard Auxiliary Flotilla 81 795-6189 or 778-2495	May 6, 2003 Boating Skills and Seamanship	7:00 p.m. – 9:00 p.m. (Tuesdays and Thursdays) 7 Sessions	CG Auxiliary Bldg 5801 33rd Ave Ct W Bradenton, FL
U.S. Coast Guard Auxiliary Flotilla 98 (941) 637-6840	May 6 – Jun 19, 2003 Boating Skills and Seamanship 14 Lessons	7:00 p.m. – 9:00 p.m. (Tuesdays & Thursdays)	Punta Gorda Boat Club 802 W Retta Esplanade Punta Gorda, FL
U. S. Coast Guard Auxiliary Flotilla 54 (561) 738-7454	May 07, 2003 Boating Skills and Seamanship	7:30 p.m. – 9:30 p.m. (Mondays & Wednesdays)	Boynton Bch Boat Club Park 2020 N Federal Hwy Boynton Beach, FL
U. S. Coast Guard Auxiliary Flotilla 4-11 (407) 365-7349	May 17, 2003 Boating Safely	8:00 am-4:00 pm (Saturday)	Veterans Healthcare Center 5201 Raymond St. Winter Park, FL 32803
U. S. Power Squadron Titusville (321) 383-6016	May 24, 2003 Boat Smart	8:00 am-4:00pm (Saturday)	Kennedy Point Yacht Club 4749 S.Washington (Rt 1) Titusville, FL 32780

Programs are free; there is a nominal fee for text workbooks, etc.

II. DISCREPANCIES-DISCREPANCIES CORRECTED

This section lists all discrepancies to Aids to Navigation reported and corrected since the last published list. A discrepancy is a change in the status of an aid to navigation that differs from what is published and or charted. **Unless otherwise indicated, missing and destroyed structures are presumed to be in the immediate vicinity. Mariners should proceed with caution.**

FEDERAL AID DISCREPANCIES:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNM
9970	Ft Pierce Inl Inner Hbr LT 16	TRLB	11475	190-03 MIA	14/03
15235	Key West NW Ch LT 15A	TRLB	11441	006-03 KEY	14/03
24980	St Petersburg Ch LT 7	TRLB	11412	493-03 STP	14/03
25810	Clearwater Pass Ch LT 17	LT DIM	11411	488-03 STP	14/03
34430	Winyah Bay-Charleston Hbr DBN 97	DBN DEST	11518	089-03 CHA	14/03
36290	Hell Gate LT 92	LT EXT	11511	087-03 CHA	14/03
38420	Pablo Cr DBN 12	TRUB	11489	178-03 MAY	14/03
41425	Indian Riv N Sec LT 48	LT EXT	11485	176-03 MAY	14/03
42260	Indian Riv N Sec DBN 89	TRUB	11485	172-03 MAY	14/03
45120	Ft Pierce Inl Inner Hbr LT 16	TRLB	11475	190-03 MIA	14/03

FEDERAL AID DISCREPANCIES CORRECTED:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNM
1390	Tampa Bay LWB T	WATCHING PROPERLY	11412	N/A	14/03
1880	Winyah Bay Rng A Rear LT	WATCHING PROPERLY	11532	081-03 CHA	13/03
4585	Bloody Pt RFL	WATCHING PROPERLY	11512	080-03 CHA	13/03
4615	Bloody Pt Rng LBB 13	WATCHING PROPERLY	11512	088-03 CHA	14/03
4670	Lazaretto Cr Obst B 3	WATCHING PROPERLY	11512	082-03 CHA	13/03
6305	Andrews Is Spit RFL	WATCHING PROPERLY	11506	164-03 MAY	13/03
6655	St Marys Ent LB 21	WATCHING PROPERLY	11503	177-03 MAY	14/03
7305	White Shells Cut LB 25	WATCHING PROPERLY	11491	170-03 MAY	14/03
10185	Lake Worth Ent RFL	WATCHING PROPERLY	11472	187-03 MIA	14/03
12375	Lower Matecumbe LT 2	WATCHING PROPERLY	11449	049-03 KEY	14/03
22235	Egmont Ch LBB 2	WATCHING PROPERLY	11412	501-03 STP	14/03
22255	Egmont Ch LB 6	WATCHING PROPERLY	11412	481-03 STP	14/03
22305	Egmont Ch LWB 13	WATCHING PROPERLY	11412	482-03 STP	14/03
22535	Pt Manatee Ch LB 4	WATCHING PROPERLY	11412	N/A	14/03
22835	Tampa Bay Cut F Ch LB 7F	RESET ON STATION	11412	478-03 STP	14/03
32300	Canal de la Mona E Shi LB 2	WATCHING PROPERLY	25671	069-03 GAN	06/03
34195	Winyah Bay-Charleston Hbr LT 25	WATCHING PROPERLY	11532	063-03 CHA	11/03
34225	Winyah Bay-Charleston Hbr DBN 32	WATCHING PROPERLY	11518	084-03 CHA	14/03
34300	Winyah Bay-Charleston Hbr LT 50	WATCHING PROPERLY	11518	085-03 CHA	14/03
57715	Roberts Bay Ch LT 10	WATCHING PROPERLY	11425	469-03 STP	13/03
60275	Siesta Key-Tampa Bay LT 67	WATCHING PROPERLY	11425	489-03 STP	14/03

PRIVATE AID DISCREPANCIES:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNM
11917.2	*Mariners Club Marina DBN 2	DBN IMCH	11453	N/A	14/03
11917.3	*Mariners Club Marina DBN 4	DBN IMCH	11464	N/A	14/03
11917.5	*Mariners Club Marina DBN 8	DBN DEST	11464	N/A	14/03
18245	*Hurricane Bay Marina S Ch DBN 1	DBN DEST	11427	491-03 STP	14/03
45455	*Nettles Island Ch DBN 10	DBN IMCH	11472	N/A	14/03
58515	*Bird Key Ch DBN 3	DBN IMCH	11425	N/A	14/03

PRIVATE AID DISCREPANCIES CORRECTED:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNM
820	*Bakers Haulover Inl Jty LT	WATCHING PROPERLY	11466	482-02 MIA	42/02
14735	*Cow Key Ch DBN 9	WATCHING PROPERLY	11446	032-03 KEY	11/03
17105	*Isles of Capri DBN 2	WATCHING PROPERLY	11430	N/A	53/02
17120	*Isles of Capri DBN 5	WATCHING PROPERLY	11430	N/A	53/02
17125	*Isles of Capri DBN 6	WATCHING PROPERLY	11430	N/A	53/02
17145	*Isles of Capri DBN 10	WATCHING PROPERLY	11430	N/A	53/02
17687	*Old Naples Bay DBN 1	WATCHING PROPERLY	11430	N/A	06/02

19015	*Alternate Route Ch DBN 7	WATCHING PROPERLY	11427	N/A	22/02
19045	*Coconut Ch DBN 3	WATCHING PROPERLY	11427	061-03 STP	22/02
19060	*Coconut Ch DBN 6	WATCHING PROPERLY	11427	N/A	04/03
25032	*Shore Acres DBN 4	WATCHING PROPERLY	11412	N/A	53/02
28913.2	*Crystal Riv DBN 12	WATCHING PROPERLY	11409	384-03 STP	11/03
29025	*Florida Power Corporation Ch LT 18	WATCHING PROPERLY	11408	380-03 STP	11/03
29040	*Florida Power Corporation Ch LT 23	WATCHING PROPERLY	11408	1532-02 STP	52/02
29055	*Florida Power Corporation Ch LT 27	WATCHING PROPERLY	11408	969-01	13/02
29100	*Florida Power Corporation Ch LT 37	WATCHING PROPERLY	11408	1531-02 STP	52/02
29170	*Florida Power Corporation Ch LT 52	WATCHING PROPERLY	11408	214-03 STP	06/03
48845	*Crandon Park Marina Ch LT 14	WATCHING PROPERLY	11467	100-03 MIA	07/03
51885	*Lake Okeechobee Weather TWR C	WATCHING PROPERLY	11428	N/A	08/03
53845	*Deep Lagoon Ent Ch DBN 11	WATCHING PROPERLY	11427	N/A	53/02
54210	*Peppertree Pointe DBN 3	WATCHING PROPERLY	11427	N/A	39/02
54240	*Peppertree Pointe DBN 9	WATCHING PROPERLY	11427	N/A	39/02
59615	*Bradenton Beach Marina Ch DBN 12	WATCHING PROPERLY	11425	N/A	22/02
59655	*Cove Sound Moorings DBN 2	WATCHING PROPERLY	11425	N/A	22/02

III. TEMPORARY CHANGES-AIDS ESTABLISHED:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNM
17470	Gordon Pass Ch DBN 5	DISCONTINUED FOR DREDGING	11429	510-03 STP	14/03

TEMPORARY AIDS CORRECTED:

LLNR	AID NAME	DISCREPANCY	CHART	BNM	LNM
7620	Terminal Ch LB 75	WATCHING PROPERLY	11491	146-03 MAY	12/03

IV. CHART CORRECTIONS

(Explanation of Format)

Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number, beginning with the lowest and progressing through all charts affected. The correction listed pertains to that chart only. It is up to the mariner to decide which charts are to be corrected. The following example explains the individual elements of a typical correction.

Chart number	Chart edition	Edition date	Last Local Notice to Mariners	Reference datum	Source of correction	Current Notice to Mariners
11534	26th ed.	12/14/91	LAST LNM 41/92	NAD 83	(CDG07)	45/00
	Myrtle Grove Sound to Fear River to Casino Creek					
	Add		*Boguse Channel Light 1, FI G 2.5s, 16 ft, 7M		32-48-00.000N	079-15-00.000W
		(Temp)	indicates Temporary Correction			
	Corrective action		Object of corrective			Position action

The letter (M) immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. (TEMP) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (m). (*) Asterisk is used to identify Private Aids.

411	49th ed.	03/01/2003	LAST LNM: 14/03	NAD 83	(NOS Silver Spring, MD)	14/03
	GULF OF MEXICO				1: 2,160,000/ \$17.75	
	NEW EDITION WOAGN411					
	(New edition due to numerous Notice to Mariner changes)					
	DELETE	Dashed magenta line			(NOS NW - 6464)	14/03
			from		18-28-53.000N	87-43-23.600W
			to		17-47-31.300N	87-32-51.000W
					CGD07	14/03
	RELOCATE	Hillsboro Inl LT "FI W 20s"		from	26-15-32.928N	080-04-50.740W
		(Survey Info/NOAA Baselineing)		to	26-15-33.036N	080-04-50.787W
		(Supersedes LNM 06/03)				
11013	44th ed.	01/19/2002	LAST LNM: 13/03	NAD 83	CGD07	14/03
	STRAITS OF FLORIDA AND APPROACHES					
	RELOCATE	Hillsboro Inl LT "FI W 20s"		from	26-15-32.928N	080-04-50.740W

		(Survey Info/NOAA Baselineing) (Supersedes LNM 06/03)	to	26-15-33.036N	080-04-50.787W
11429	21st ed. FL-CHATHAM RIVER TO CLAM PASS	09/01/2002 LAST LNM: 10/03	NAD 83	CGD07	14/03
(Temp)	DELETE	Gordon Pass Ch DBN 5 (SG on pile) (Temp Deleted/Dredging Ops)	from	26-05-31.896N	081-48-17.366W
11430	25th ed. FL-LOSTMANS RIVER TO WIGGINS PASS NEW EDITION 11XHA11430 (New edition due to numerous Notice to Mariner changes)	03/01/2003 LAST LNM: 10/03	NAD 83	(NOS Silver Spring, MD) 1: 40,000/ \$17.75	14/03
				CGD07	14/03
(Temp)	DELETE	Gordon Pass Ch DBN 5 (SG on pile) (Temp Deleted/Dredging Ops)	from	26-05-31.896N	081-48-17.366W
11451	30th ed. FL- MIAMI TO MARATHON AND FLORIDA BAY (PAGES A & D)	11/17/2001 LAST LNM: 13/03	NAD 83	(NOS NW - 6374)	14/03
	ADD	dashed magenta line with screened magenta banding and label enclosed area: SECURITY ZONE 165.761 (see note A)	from to to to and from to	25-46-45.600N 25-46-46.400N 25-46-53.100N 25-47-00.000N 25-46-19.800N 25-46-14.500N	80-10-52.800W 80-10-54.400W 80-10-50.800W 80-10-40.200W 80-09-07.200W 80-09-11.700W
11460	38th ed. FL-CAPE CANAVERAL TO KEY WEST	06/01/2002 LAST LNM: 13/03	NAD 83	CGD07	14/03
	RELOCATE	Hillsboro Inl LT "FI W 20s" (Survey Info/NOAA Baselineing) (Supersedes LNM 06/03)	from to	26-15-32.928N 26-15-33.036N	080-04-50.740W 080-04-50.787W
11465	36th ed. FL- INTRACOASTAL WATERWAY- MIAMI TO ELLIOTT KEY ADD	10/01/2002 LAST LNM: 13/03	NAD 83	(NOS NW - 6374)	14/03
		dashed magenta line with screened magenta banding and label enclosed area: SECURITY ZONE 165.761 (see note A)	from to to to and from to	25-46-45.600N 25-46-46.400N 25-46-53.100N 25-47-00.000N 25-46-19.800N 25-46-14.500N	80-10-52.800W 80-10-54.400W 80-10-50.800W 80-10-40.200W 80-09-07.200W 80-09-11.700W
11466	36th ed. FL-JUPITER INLET TO FOWEY ROCKS	12/01/2002 LAST LNM: 11/03	NAD 83	CGD07	14/03
	RELOCATE	Hillsboro Inl LT "FI W 20s" (Survey Info/NOAA Baselineing) (Supersedes LNM 06/03)	from to	26-15-32.928N 26-15-33.036N	080-04-50.740W 080-04-50.787W
11467	37th ed. FL- INTRACOASTAL WATERWAY WEST PALM BEACH TO MIAMI (PAGE A-QQ-RR)	09/01/2002 LAST LNM: 12/03	NAD 83	(NOS NW - 6374)	14/03
	ADD	dashed magenta line with screened magenta banding and label enclosed areas: SECURITY ZONE 165.761 (see note A)	from to to and from to	26-05-58.800N 26-05-24.600N 26-05-24.600N 26-04-43.200N 26-04-43.200N	80-07-09.000W 80-06-57.600W 80-06-44.400W 80-06-55.200W 80-06-48.600W
(PAGE A-inset 1)					
	ADD	dashed magenta line with screened magenta banding and label enclosed area: SECURITY ZONE 165.761 (see note A)	from	26-05-58.800N	80-07-09.000W

				to	26-05-24.600N	80-06-57.600W
				and from	26-05-24.600N	80-06-57.600W
				to	26-05-24.600N	80-06-44.400W
(PAGE B) (two panels)						
ADD	dashed magenta line with screened magenta banding and label enclosed area: SECURITY ZONE 165.761 (see note A)					
				from	25-46-45.600N	80-10-52.800W
				to	25-46-46.400N	80-10-54.400W
				to	25-46-53.100N	80-10-50.800W
				to	25-47-00.000N	80-10-40.200W
				and from	25-46-19.800N	80-09-07.200W
				to	25-46-14.500N	80-09-11.700W
					CGD07	14/03
RELOCATE	Hillsboro Inl LT "FI W 20s" (Survey Info/NOAA Baselineing) (Supersedes LNM 06/03)			from	26-15-32.928N	080-04-50.740W
				to	26-15-33.036N	080-04-50.787W
11468	39th ed. FL- MIAMI HARBOR	08/01/2002	LAST LNM: 12/03	NAD 83	(NOS NW - 6374)	14/03
ADD	dashed magenta line with screened magenta banding and label enclosed area: SECURITY ZONE 165.761 (see note A)					
				from	25-46-45.600N	80-10-52.800W
				to	25-46-46.400N	80-10-54.400W
				to	25-46-53.100N	80-10-50.800W
				to	25-47-00.000N	80-10-40.200W
				and from	25-46-19.800N	80-09-07.200W
				to	25-46-14.500N	80-09-11.700W
11469	5th ed. FL-STRAITS OF FLORIDA	05/19/2001	LAST LNM: 10/03	NAD 83	CGD07	14/03
RELOCATE	Hillsboro Inl LT "FI W 20s" (Survey Info/NOAA Baselineing) (Supersedes LNM 06/03)			from	26-15-32.928N	080-04-50.740W
				to	26-15-33.036N	080-04-50.787W
11470	36th ed. FL- FORT LAUDERDALE PORT EVERGLADES	01/01/2003	LAST LNM: 12/03	NAD 83	(NOS NW - 6374)	14/03
ADD	dashed magenta line with screened magenta banding and label enclosed areas: SECURITY ZONE 165.761 (see note A)					
				from	26-05-58.800N	80-07-09.000W
				to	26-05-24.600N	80-06-57.600W
				to	26-05-24.600N	80-06-44.400W
				and from	26-04-43.200N	80-06-55.200W
				to	26-04-43.200N	80-06-48.600W
11485	32nd ed. TOLOMATO RIVER TO PALM SHORES FLORIDA	8/25/2001	LAST LNM: 13/03	NAD 83	(NOS NW -6470)	14/03
ADD	dashed magenta line			from	29-13-00.500N	81-00-37.800W
				to	29-12-56.400N	81-00-53.900W
				from	29-12-57.700N	81-00-35.300W
				to	29-12-50.300N	81-01-03.400W
DELETE	dashed magenta line			from	29-12-56.400N	81-00-54.100W
				to	29-12-50.400N	81-01-03.100W
					CGD07	14/03
RELOCATE	Tolomato Riv B 60 (Red nun w/yellow triangle)			from	29-54-31.449N	081-17-43.092W
				to	29-54-30.444N	081-17-41.046W
11489	34th ed. GA-FL-ST. SIMONS ISLAND SOUND - TOLOMATO RIVER	12/07/2002	LAST LNM: 13/03	NAD 83	CGD07	14/03
RELOCATE	Floyd Cr DBN A27 (SG-SY)			from	30-56-46.080N	081-30-03.240W
				to	30-56-46.008N	081-30-02.983W

11504	15th ed.	4/28/2001	LAST LNM: 05/03	NAD 83	CGD07	14/03
	GA-ST ANDREW SOUND AND SATILLA RIVER					
	RELOCATE	Floyd Cr DBN A27 (SG-SY)		from to	30-56-46.080N 30-56-46.008N	081-30-03.240W 081-30-02.983W
11512	59th ed.	01/01/2003	LAST LNM: 13/03	NAD 83	CGD07	14/03
	GA-SC-SAVANNAH RIVER AND WASSAW SOUND					
	CHANGE	Pt Wentworth Ch Rng D Front LT Pt Wentworth Obst LT, FI W 2.5s 15ft 5M (NW on pile worded STRUCTURE)		to at		
	DELETE	Pt Wentworth Ch Rng D Rear LT, Iso W 6s		from	32-09-17.131N 32-09-17.939N	081-09-16.699W 081-09-18.148W
11514	26th ed.	07/01/2002	LAST LNM: 12/03	NAD 83	CGD07	14/03
	SC-GA-SAVANNAH RIVER-SAVANNAH TO BRIER CREEK					
	CHANGE	Pt Wentworth Ch Rng D Front LT Pt Wentworth Obst LT, FI W 2.5s 15ft 5M (NW on pile worded STRUCTURE)		to at		
	DELETE	Pt Wentworth Ch Rng D Rear LT, Iso W 6s		from	32-09-17.939N	081-09-18.148W
11521	26th ed.	02/02/2002	LAST LNM: 13/03	NAD 83	(NOS NW - 6501)	14/03
	SC- CHARLESTON HARBOR AND APPROACHES					
	CHANGE	length (Naut. Miles) to 14.8		at	32-45-35.000N	80-17-53.000W
11523	21st ed.	02/02/2002	LAST LNM: 13/03	NAD 83	(NOS NW - 6501)	14/03
	SC- CHARLESTON HARBOR ENTRANCE					
	CHANGE	length (Naut. Miles) to 14.8		at	32-47-06.000N	79-52-11.000W
11524	46th ed.	12/01/2002	LAST LNM: 13/03	NAD 83	(NOS NW - 6501)	14/03
	SC- CHARLESTON HARBOR					
	CHANGE	Length (Naut. Miles) to 14.8		at	32-48-30.000N	79-51-30.000W
	CHANGE	Cooper Riv Lower RFL, Q 16ft (Lighted throughout 24 hrs)		to and from to		
	RELOCATE				32-50-48.935N 32-50-59.709N	079-55-39.281W 079-55-41.490W
	CHANGE	Cooper Riv Lower RRL, Iso W 6s 33ft (Lighted throughout 24 hrs)		to and from to		
	RELOCATE				32-50-59.320N 32-51-05.557N	079-55-37.951W 079-55-41.079W
11534	32nd ed.	Mar 2003	LAST LNM: 24/02	NAD 83	(NOS Silver Spring, MD)	14/03
	NC-SC-IWW-MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK NEW EDITION 11XHA11534 (New edition due to numerous general and Notice to Mariner changes)					
25644	12th ed.	08/19/1998	LAST LNM: 33/02	NAD 83	(NOS NW - 6466)	14/03
	PR- FREDERIKSTED ROAD					
	CHANGE	Obstn depth to 5 1/4 fm sounding		at	17-42-45.200N	64-53-16.300W
25663	27th ed.	Feb 9 2002	LAST LNM: 13/03	NAD 83	(NOS Silver Spring, MD)	14/03
	PR-PASAJE DE SAN JUAN TO PUERTO DE HUMACAO and the Western Part of Isla De Vieques NEW EDITION 25AHA25663 (New edition due to numerous general and Notice to Mariner changes)					

V. ADVANCE NOTICES

SOUTH CAROLINA – CHARLESTON HARBOR – COOPER RIVER: Change to Aids to Navigation.

COOPER RIVER LIGHTED BUOY 48A (LLNR 2801) will be established in approximate position 32-50-40.000N/079-55-36.000W.

The work is scheduled for the week of 05 May 2003.

Ref: LNM 13/03

Chart: 11524

FLORIDA – CHARLOTTE HARBOR TO TAMPA BAY- BIG SARASOTA PASS: Changes in Aids to Navigation

Big Sarasota Pass will be closed due to extreme shoaling in the inlet. The following changes will be made at.

BIG SARASOTA PASS LIGHT 1 (LLNR 1335/21460) will be changed to a Danger Light displaying Flashing White 4 sec characteristic and NW on a pile worded "DANGEROUS INLET".

BIG SARASOTA PASS SHOAL DAYBEACON (LLNR 21465) will be discontinued.

BIG SARASOTA PASS DAYBEACON 3 (LLNR 21473) will be discontinued.

BIG SARASOTA PASS BUOY 3A (LLNR 21475) will be discontinued.

BIG SARASOTA PASS DAYBEACON 5 (LLNR 21485) will be discontinued.

BIG SARASOTA PASS LIGHT 6 (LLNR 21490) will be discontinued.

BIG SARASOTA PASS DAYBEACON 7 (LLNR 21495) will be changed to a Danger Daybeacon displaying NW's worded "DANGEROUS INLET".

This project will be completed the week of 21 April 2003.

For more information contact Group St Petersburg Aids to Navigation Officer at (727) 824-7555.

Chart: 11424, 11425, 11420

FLORIDA – CHARLOTTE HARBOR TO TAMPA BAY- BIG SARASOTA PASS: Changes in Aids to Navigation

Big Sarasota Pass will be closed due to extreme shoaling in the inlet. In conjunction with this closing the following changes will be made. This project will start the week of 21 April 2003 with a planned completion date of 31 July 03. Mariners should pay close attention to Broadcast Notice to Mariners and Local Notice to Mariners for changes in this area.

BIG SARASOTA PASS SHOAL DAYBEACON (LLNR 21500) will be discontinued.

BIG SARASOTA PASS DAYBEACON 9 (LLNR 21505) will be discontinued.

BIG SARASOTA PASS DAYBEACON 11 (LLNR 21510) will be discontinued.

BIG SARASOTA PASS DAYBEACON 11A (LLNR 21510.5) will be discontinued.

BIG SARASOTA PASS DAYBEACON 13 (LLNR 21515) will be discontinued.

BIG SARASOTA PASS LIGHT 14 (LLNR 21520) will be discontinued.

BIG SARASOTA PASS DAYBEACON 15 (LLNR 21525) will be discontinued.

BIG SARASOTA PASS DAYBEACON 15A (LLNR 21530) will be discontinued.

BIG SARASOTA PASS LIGHT 16 (LLNR 21570) will be discontinued.

BIG SARASOTA PASS DAYBEACON 17 (LLNR 21575) will be discontinued.

BIG SARASOTA PASS LIGHT 19 (LLNR 21580) will be discontinued.

For more information contact Group St Petersburg Aids to Navigation Officer at (727) 824-7555.

Chart: 11424, 11425, 11420

VI. PROPOSED CHANGES

SOUTH CAROLINA – GEORGIA – FLORIDA: Changes to Aids to Navigation.

A proposal to reduce the number of sound signal buoys for the Seventh Coast Guard District has been made. Enclosed is a list of the sound producing buoys proposed to have the sound producing devices removed during the aids next scheduled maintenance visit. Please note that only the sound producing devices will be removed and the aid will display all other published characteristics. All comments should be addressed to Commander (pan), Seventh Coast Guard District, 909 S.E. 1st Ave., Suite 406, Brickell Plaza Federal Bldg., Miami, FL 33131 and be received by 19 May 2003.

Ref: LNM 06, 07, 08, 09, 10, 11, 12 and 13/03

Chart 11480

SOUTH CAROLINA – WINYAH BAY ENTRANCE TO ISLE OF PALMS: Changes to Aids to Navigation.

CAPE ROMAIN LIGHTED WHISTLE BUOY 6 (LLNR 160) will be discontinued. All comments should be addressed to Commander (oan), Seventh Coast Guard District, 909 S.E. 1st Ave., Suite 406, Brickell Plaza Federal Bldg., Miami, FL 33131 and be received by 30 April 2003.

Ref: LNM 06, 07, 08, 09, 10, 11, 12 and 13/03

Chart 11531

SOUTH CAROLINA – WINYAH BAY ENTRANCE TO ISLE OF PALMS: Changes to Aids to Navigation.

EAST BANK BUOY 2EB (LLNR 140) will be relocated to approximate position 33-08-50N/079-08-09W. All comments should be addressed to Commander (oan), Seventh Coast Guard District, 909 S.E. 1st Ave., Suite 406, Brickell Plaza Federal Bldg., Miami, FL 33131 and be received by 30 April 2003.

Ref: LNM 07, 08, 09, 10, 11, 12 and 13/03

Chart 11531

SOUTH CAROLINA – WINYAH BAY ENTRANCE TO ISLE OF PALMS: Changes to Aids to Navigation.

BULLS BREAKER OFFSHORE DRILL MINE FIELD LIGHTED BUOY 8 (LLNR 170) will be relocated to approximate position 32-44-15N/079-34-02W. All comments should be addressed to Commander (oan), Seventh Coast Guard District, 909 S.E. 1st Ave., Suite 406, Brickell Plaza Federal Bldg., Miami, FL 33131 and be received by 30 April 2003.

Ref: LNM 07, 08, 09, 10, 11, 12 and 13/03

Chart 11531

SOUTH CAROLINA – ST HELEN SOUND AND SAVANNAH RIVER: Changes to Aids to Navigation.

HUNTING ISLAND LIGHTED WHISTLE BUOY 6HI (LLNR 285) will be discontinued. All comments should be addressed to Commander (oan), Seventh Coast Guard District, 909 S.E. 1st Ave., Suite 406, Brickell Plaza Federal Bldg., Miami, FL 33131 and be received by 30 April 2003.

Ref: LNM 06, 07, 08, 09, 10, 11, 12 and 13/03

Chart 11513

SOUTH CAROLINA – CHARLESTON HARBOR AND APPROACHES: Changes to Aids to Navigation.

KIAWAH ISLAND LIGHTED WHISTLE BUOY 4KI (LLNR 245) will be discontinued. All comments should be addressed to Commander (oan), Seventh Coast Guard District, 909 S.E. 1st Ave., Suite 406, Brickell Plaza Federal Bldg., Miami, FL 33131 and be received by 30 April 2003.

Ref: LNM 06, 07, 08, 09, 10, 11, 12 and 13/03

Chart 11521

FLORIDA – ST JOHNS RIVER – DAMES POINT CUTOFF: Change to Aids to Navigation.

DAMES POINT CUTOFF LIGHTED BUOY 48 (LLNR 7460) will be discontinued.

All comments should be addressed to Commander (oan), Seventh Coast Guard District, 909 S.E. 1st Ave. Suite 406, Brickell Plaza Federal Bldg., Miami, FL 33131 to be received by 23 May 2003.

Ref: LNM 13/03

Chart: 11491

FLORIDA – ICW- TOLOMATO RIVER TO PALM SHORES – MATANZAS RIVER: Changes to Aids to Navigation.

The following changes have been proposed for the Matanzas River to realign the channel to improve the approach to The Bridge of Lions from the north and south. Mariner should note vessels anchored channel ward of the new daybeacons will be deemed in the channel and will have to relocate.

MATANZAS RIVER DAYBEACON 6A (LLNR to be assigned) will be established in approximate position 29-53-47.3N/081-18-30.6.

MATANZAS RIVER DAYBEACON 7 (LLNR to be assigned) will be established in approximate position 29-53-44.5N/081-18-25.4.

MATANZAS RIVER DAYBEACON 8 (LLNR to be assigned) will be established in approximate position 29-53-24.6N/081-18-28.7.

MATANZAS RIVER DAYBEACON 8A (LLNR to be assigned) will be established in approximate position 29-53-16.4N/081-18-14.9.

MATANZAS RIVER DAYBEACON 9 (LLNR to be assigned) will be established in approximate position 29-53-16.4N/081-18-08.3.

For more information contact the Aids to Navigation Officer Group Mayport at (904) 247-7354. All comments should be addressed to Commander (oan), Seventh Coast Guard District, 909 S.E. 1st Ave., Suite 406, Brickell Plaza Federal Bldg., Miami, FL 33131 and be received by 01 May 2003.

Ref: LNM 08, 09, 10, 11, 12 and 13/03

Chart: 11485

FLORIDA – FOWEY ROCKS TO ALLIGATOR REEF: Changes to Aids to Navigation.

MOLASSES REEF LIGHT 10 (LLNR 960) will be changed to a Flashing Red 6's with a nominal range of 7 miles. For more information contact Officer in Charge Aids to Navigation Team Key West at (305) 292-8747. All comments should be addressed to Commander (oan), Seventh Coast Guard District, 909 S.E. 1st Ave., Suite 406, Brickell Plaza Federal Bldg., Miami, FL 33131 and be received by 01 May 2003.

WEST INDIES – PUERTO RICO – PASAJE DE VIEQUES AND RADAS ROOSEVELT: Change to Aids to Navigation.

VIEQUES SOUTHWEST CHANNEL LIGHTED BUOY 2 (LLNR 31405) will be discontinued.

VIEQUES SOUTHWEST CHANNEL BUOY 4 (LLNR 31415) will be changed to Lighted Buoy 4 displaying Flashing Red 2.5 characteristic.

VIEQUES SOUTHWEST CHANNEL LIGHTED BUOY 6 (LLNR 31420) will be discontinued.

All comments should be addressed to Commander (oan), Seventh Coast Guard District, 909 S.E. 1st Ave., Suite 406, Brickell Plaza Federal Bldg., Miami, FL 33131 and be received by 25 April 2003.

WEST INDIES – PUERTO RICO – PASAJE DE VIEQUES AND RADAS ROOSEVELT: Change to Aids to Navigation.

RADAS ROOSEVELT PASSAGE LIGHTED BUOY 1 (LLNR 31540) will be discontinued.

RADAS ROOSEVELT PASSAGE LIGHTED BUOY 2 (LLNR 31545) will be discontinued.

RADAS ROOSEVELT PASSAGE LIGHTED BUOY 10 (LLNR 31580) will be discontinued.

All comments should be addressed to Commander (oan), Seventh Coast Guard District, 909 S.E. 1st Ave., Suite 406, Brickell Plaza Federal Bldg., Miami, FL 33131 and be received by 25 April 2003.

WEST INDIES – ISLA DE VIEQUES – VIRGIN PASSAGE AND SONDE DE VIEQUES: Change to Aids to Navigation.

PUNTA CONEJO LIGHT (LLNR 31710) will be discontinued.

All comments should be addressed to Commander (oan), Seventh Coast Guard District, 909 S.E. 1st Ave (Suite 406) Brickell Plaza Federal Bldg, Miami, FL 33131 to be received by 23 May 2003.

WEST INDIES – PUERTO RICO – ENSENADA HONDA: Change to Aids to Navigation.

ROOSEVELT ROADS HARBOR CHANNEL LIGHTED BUOY 1 (LLNR 31425) will be discontinued.

ROOSEVELT ROADS HARBOR CHANNEL BUOY 4 (LLNR 31450) will be discontinued.

ROOSEVELT ROADS HARBOR CHANNEL BUOY 5 (LLNR 31455) will be discontinued.

ROOSEVELT ROADS HARBOR ANCHORAGE BUOY C (LLNR 31510) will be discontinued.

ROOSEVELT ROADS HARBOR ANCHORAGE BUOY D (LLNR 31515) will be discontinued.

All comments should be addressed to Commander (oan), Seventh Coast Guard District, 909 S.E. 1st Ave., Suite 406, Brickell Plaza Federal Bldg., Miami, FL 33131 and be received by 25 April 2003.

VI. GENERAL

A. BRIDGE INFORMATION.

GEORGIA – ST. SIMONS SOUND – BRUNSWICK RIVER – SIDNEY LANIER: Bridge Construction Update.

The Scott Bridge Company has tentatively planned to float out the lift span of the Sidney Lanier Bridge, Brunswick River mile 4.9, Brunswick, Georgia on or about April 24, 2003. The Coast Guard Captain of the Port Savannah will issue a Broadcast Notice to Mariners advising mariners that the channel will be restricted or closed during this period.

FLORIDA – ATLANTIC INTRACOASTAL WATERWAY – TOLOMATO RIVER TO PALM SHORES: Bridge Regulation Change.

The Coast Guard is changing the regulations governing the operation of the Coronado Beach Bridge (SR 44), Intracoastal Waterway mile 845, New Smyrna Beach, Florida. This rule requires the bridge to open on signal, except that from 7 a.m. until 7 p.m., each day of the week, the bridge need only open on the hour, twenty minutes past the hour and forty minutes past the hour. This rule is effective May 2, 2003.

FLORIDA – ATLANTIC INTRACOASTAL WATERWAY – PALM SHORES TO WEST PALM BEACH – MELBOURNE: Bridge Painting.

The vertical clearance of the SR 500 (US 192) Bridge across the Intracoastal Waterway, mile 918.2 at Melbourne, Brevard County, Florida will be reduced to 60 feet, due to scaffolding from April 12, 2003 to July 12, 2003. Only one-half of the channel will be reduced at a time.

Chart: 11472

CG File: 2709

FLORIDA – ATLANTIC INTRACOASTAL WATERWAY – WEST PALM BEACH TO MIAMI – MIAMI RIVER: Bridge Fender Repair.

The Coast Guard Captain of the Port Miami advises that there is construction at the I-95 Bridge on the Miami River for replacement of the fender system and the adjoining sea walls. The project will be monitoring channels 13/16 VHF-FM and will move any vessels, barges, or other obstructions from the channel upon two hour request of vessels needing to transit the area.

Ref: BNM 168-03-MIA

Chart: 11467, 11468

B. MISCELLANEOUS INFORMATION

GEORGIA – ST SIMONS SOUND: Changes in Aids to Navigation.

Recently reconstructed Cedar Hammock Outboard Range (LLNR 6205/6210) does not mark the centerline of the channel. As built the range line is to the south of center. A temporary lighted buoy "23" displaying Quick Flash Green characteristic has been established in position 31-06-12.494N/081-27-07.797W to mark the channel limits and apex of the turn.

LNM: 10, 11, 12 and 13/03

Chart: 11506

SC-CHARLESTON HARBOR-WANDO RIVER: Dredging Operations.

Norfolk Dredging Company has commenced dredging operations in Charleston Harbor in the Wando River from Myers Bend to Wando Terminal. The project is expected to continue through June 5, 2003. Dredging operations will run 24 hours a day, seven days a week and the Dredge *VIRGINIAN* will be on scene monitoring VHF-FM Channels 13 and 16. For questions or comments, contact Norfolk Dredging Company at (757) 547-9391. All mariners are advised to exercise caution while transiting the area.

Chart 11526

FLORIDA - JACKSONVILLE - ST JOHN'S RIVER: Dredging Operations.

Mariners are advised that dredging operations will occur 24 hours a day, 7 days a week from April 1 through April 30, 2003, within the St John's River. Dredging will be conducted within all waters from Pilot Town Cut Range to Broward Point Turn and within Terminal Channel. Mariners shall utilize VHF-FM channels 13 or 16 to contact dredge vessels for passing arrangements. Tugs and large commercial traffic are requested to transit the area with minimum wake. All vessels are to remain cautious while operating in the vicinity of the dredge and watch for dredge pipelines.

Chart 11491

FL-ICW-WEST PALM BEACH TO MIAMI-PALM HARBOR: Dredging Operations.

Great Lakes Dredge & Dock Company has commenced dredging operations in the Palm Beach Harbor Entrance Channel, Palm Beach Harbor, Florida. Dredging operations will run 24 hours a day, seven days a week, and are expected to continue through May of 2003 with 74,000 cubic yards of material being dredged and disposed of at the following approved sites:

Dredging Location:	East Limit:	26-46-22.15 N	80-01-34.65 W
	West Limit:	26-46-12.87 N	80-02-42.79 W
Pump out Area:	Palm Beach:	26-46-21.90 N	80-02-10.12 W

The Hopper Dredge *NORTHERLY ISLAND* and Survey Vessel *EAST RIVER* will be on scene monitoring VHF Channels 13 and 16. For additional information or comments, contact George Strawn, Operations Manager, at (914) 414-5180. All mariners are advised to exercise caution while transiting the area.

Chart 11467

FLORIDA-LOSTMANS RIVER TO WIGGINS PASS-GORDON PASS: Dredging Operations.

Goodloe Marine, Inc is currently dredging at Gordon Pass and expects to continue through April of 2003. Mariners are advised that dredging will occur 24 hours a day at latitude 26-06-00N, longitude 81-47-15W. Mariners can contact the dredges "*MILLENNIUM*" and/or "*WHITE ROCK*" on VHF Channels 13 or 16. All vessels should use caution due to floating pipelines, submerged pipelines and anchor buoys which will be in and out of the channel.

Ref: LNM 09/03, 14/03 (Updated)

Chart 11430

VIII. LIGHT LIST CORRECTIONS

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
775	Hillsboro Inlet Light	26 15 33 N 80 04 51 W	FI W 20s	136	28	Octagonal pyramidal iron skeleton tower with central stair cylinder, lower third of structure white, upper two-thirds.	Obscured from 015° to 186°.
			*				(14/03)
1325 21430	VENICE LIGHT 1	27 06 46 N 82 28 12 W	FI G 6s	20	6	SG on pile.	
					*		(14/03)
2755	- LOWER RANGE FRONT LIGHT	32 51 00 N 79 55 41 W	Q W	16			Lighted throughout 24 hours.
		*		*	*		(14/03)
2760	- LOWER RANGE REAR LIGHT		Iso W 6s	33			Lighted throughout 24 hours.
	272 yards, 002.5° from front light.			*	*		*
	*						(14/03)
5125	OBSTRUCTION LIGHT	32 09 17 N 81 09 17 W	FI W 2.5s	15	5	NW on pile worded STRUCTURE.	
	*	*	*		*	*	*
							(14/03)
5130	- RANGE D REAR LIGHT						Remove from list.
							*
							(14/03)
21430 1325	- LIGHT 1	27 06 46 N 82 28 12 W	FI G 6s	20	6	SG on pile.	
					*		(14/03)
28773	- CRYSTAL BAY SCALLOP PLATFORM LIGHT	28 52 13 N 82 47 04 W	FI Y 4s	12		NY on pile.	Private aid.
					*		(14/03)

IX. ADDITIONAL ENCLOSURES

Enclosure: (1) Report of Channel Conditions: Savannah Harbor, Georgia
(2) Report of Channel Conditions: Charleston Lower Harbor, South Carolina
(3) Report of Channel Conditions: Brunswick Harbor, Georgia
(4) Proposed List for Sound Signal Removal
(5) U. S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2002 (34th) Edition. Change No. 6.
(6) U. S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2002 (34th) Edition. Change No. 7.
(7) U. S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2002 (34th) Edition. Change No. 8.
(8) U. S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2002 (34th) Edition. Change No. 9.
(9) U. S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2002 (34th) Edition. Change No. 10.
(10) U. S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West, 2002 (34th) Edition. Change No. 11.
(11) U. S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico, and Virgin Islands, 2003 (30th) Edition. Change No. 11.
(12) U. S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico, and Virgin Islands, 2003 (30th) Edition. Change No. 12.

J. S. Carmichael
Rear Admiral, U. S. Coast Guard
Commander, Seventh Coast Guard District

REPORT OF CHANNEL CONDITIONS 400' WIDE AND GREATER						0) Page 1 of 2 Pages DATE: 11-Mar-03			
TO: Navigation Interest						FROM: U.S. Army Engineer District, Savannah ATTN: SASOP-N P. O. Box 889 Savannah, GA 31402			
HARBOR/STATE SAVANNAH HARBOR, GEORGIA Savannah Harbor Ship Channel from the Sea Sta. 60B to the Upper Limits of the Harbor (Sta. 112+500)						SHALLOWEST SINGLE SOUNDINGS WITHIN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	STATION TO STATION	DATE SURVEY	PROJECT			(A) LEFT OUTSIDE QUARTER (ft)	MID-CHANNEL		(A) RIGHT OUTSIDE QUARTER (ft)
			WIDTH (ft)	LENGTH (mi)	DEPTH (ft)		LEFT INSIDE QUARTER (ft)	RIGHT INSIDE QUARTER (ft)	
Tybee Range	60B	5 - 11 Mar-03	600	3.79	44	43.0	42.0	43.0	43.0
	<u>40B</u>								
Bloody Point Range	40B	"	600	3.41	44	43.5	43.0	43.5	43.0
	<u>22B</u>								
Jones Island Range	22B	"	600	1.33	44	43.5	42.0	42.5	43.0
	<u>14B</u>								
Tybee Knoll Cut Rg	14B	"	500	2.84	42	44.0	44.0	44.0	44.5
	<u>0</u>								
New Channel Range	0	"	500	1.89	42	37.0	41.0	42.0	39.0
	<u>10</u>								
Long Island Crossing	10	"	500	3.03	42	40.0	43.0	43.5	39.5
	<u>26</u>								
Lower Flats Range	26	"	500	1.52	42	40.5	46.0	45.0	42.0
	<u>34</u>								
Upper Flats Range	34	"	500	1.33	42	43.0	45.0	45.0	41.0
	<u>41</u>								
The Bight Channel	41	"	500	1.7	42	43.0	45.5	47.0	46.0
	<u>50</u>								
Fort Jackson Range	50	"	500	0.76	42	45.0	48.0	46.0	41.0
	<u>54</u>								
Oglethorpe Range	54	"	500	1.33	42	39.0	45.5	44.5	45.0
	<u>61</u>								
Wrecks Channel	61	"	500	1.7	42	39.0	44.0	47.0	46.0
	<u>70</u>								
City Front Channel	70	"	500	1.7	42	43.0	43.0	44.0	37.5
	<u>79</u>								
Marsh Island Channel	79	"	500	1.9	42	40.5	44.0	44.0	42.5
	<u>89</u>								
Kings Island Channel	89	"	500	2.46	42	41.5	42.0	42.5	41.0
	<u>102</u>								
Whitehall Channel	102	"	400	0.19	42	40.0	40.5	42.0	42.6
	<u>103</u>								
Whitehall Channel	103	"	400	0.47	36	31.0	32.0	32.5	37.0
	<u>105+500</u>								
Port Wentworth Channel	105+500	"	200	0.95	30	----	31.5	33.0	----
	<u>110+500</u>								
Port Wentworth Channel	110+500	"	200	0.38	30	----	34.0	33.0	----
	<u>112+500</u>								

(A) depths given below represent condition 75 ft. inside toe of channel.

* Area Being Dredged

** Area To Be Dredged

*** Area Not Surveyed

**** Area not surveyed due to weather

ENG FORM 4020-R, NOV 90

NAME OF TURNING BASIN	STATION	DATE SURVEY	PROJECT			MINIMUM DEPTH		
			WIDTH (ft)	LENGTH (mi)	DEPTH (ft)	DISTANCE FROM BACKSIDE (ft)	100' FROM BACKSIDE (ft)	
Oyster Bed	3+500	5 - 11 Mar-03	1050	1200	40	#19 300'	42.0	41.0 #18
Fig Island	68+500	"	900	1000	34	#13 300'	41.0	38.0 #12
Marsh Island	90+500	"	900	1000	34	#11 300'	36.0	34.0 #10
Kings Island	100+500	"	1500	1600	50	#08 400'	44.0	47.5 #07
Argyle Island	103+500	"	600	600	30	#09 800'	48.0	*** #06
Port Wentworth	110+500	"	600	600	30	N/A	33.0	30.0 #03

BEND WIDENER RANGE NUMBERS	STATION	DATE SURVEY	CHANNEL SIDE	MINIMUM DEPTH		
				50' FROM TOE LINE	150' FROM TOE LINE	
RANGE 0A	-44+000 thru -36+000	5 - 11 Mar-03	RIGHT	42.0	#24	#25 43.0
RANGE 1	-26+500 thru -23+500	"	LEFT	44.0	#21	N/A
RANGE 1A	-23+500 thru -20+500	"	LEFT	44.0	#21	#23 44.0
RANGE 2	-20+500 thru -16+000	"	LEFT	45.0	#21	N/A
RANGE 2A	-16+000 thru -13+250	"	LEFT	45.0	#21	#22 44.0
RANGE 3	-13+250 thru -10+750	"	LEFT	45.0	#21	N/A
RANGE 3 & 4	-3+000 thru 0+500	"	RIGHT	45.0	#20	N/A
RANGE 6	9+250 thru 11+750	"	RIGHT	35.0	#16	#17 39.0
RANGE 15 THRU 19	41+500 thru 49+750	"	LEFT	40.0	#02	N/A
RANGE 14 THRU 20	40+500 thru 51+250	"	RIGHT	41.0	#01	N/A
RANGE 21	52+750 thru 54+750	"	RIGHT	44.0	#15	N/A
RANGE 22 & 23	58+750 thru 63+250	"	RIGHT	37.0	#14	N/A
RANGE 44	108+500 thru 110+000	"	RIGHT	30.0	#05	N/A

STATIONS FOR THESE ARE THE RANGE ITSELF

REMARKS

All depths refer to mean low water.

This information represents the results of surveys made on the dates indicated and can only be considered as indicating the general conditions existing at that time. The depths shown have been rounded off to the nearest half-foot. Any questions concerning conditions shown on this report should be referred to Operations Division:

Telephone (912) 652-5058.

ENG FORM 4020-R, NOV 90

<h2 style="margin: 0;">REPORT OF CHANNEL CONDITIONS</h2> <p style="margin: 0;">100 TO 400 FEET WIDE (ER 1130-2-316)</p>						PAGE 1 OF 1 PAGE DATE March 2003	
TO:				FROM: US ARMY CORPS OF ENGINEERS - CHARLESTON 69A HAGOOD AVE. CHARLESTON, SOUTH CAROLINA 29403-5107			
RIVER/HARBOR NAME AND STATE Charleston Lower Harbor (8912)					MINIMUM DEPTHS IN CHANNEL ENTERING FROM SEAWARD		
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	MIDDLE HALF (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (miles)	DEPTH (feet)			
MAIN CHANNEL							
MT PLEASANT RANGE 4+61.97 to 99+82.84 NOAA CHART NO. 11524	FEB 2003	600	1.6	45	47.1	47.0	47.2
REBELLION REACH 99+82.84 to 182+60.61 NOAA CHART NO. 11524	FEB 2003	600	1.4	45	46.6	46.9	47.2
SHUTES – FOLLY REACH 182+60.61 to 261+18.63 NOAA CHART NO. 11524	FEB / MAR 2003	600	1.3	45	47.6	47.3	47.8
HORSE REACH 262+18.63 to 285+71.65 NOAA CHART NO. 11524	FEB / MAR 2003	800	0.4	45	49.2	48.4	48.6
HOG ISLAND REACH 285+71.65 to 378+20.37 NOAA CHART NO. 11524	FEB / MAR 2003	600	1.5	45	46.1	46.9	43.6
TOWN CREEK							
TIDEWATER REACH 0+00 to 38+68 NOAA CHART NO. 11524	OCT / NOV 2002	650	0.6	45	32.3	28.9	28.7
TOWN CREEK LOWER REACH 38+68 to 73+76 NOAA CHART NO. 11524	OCT / NOV 2002	400	0.6	45	35.8	42.6	46.1
REMARKS 1. ALL DEPTHS REFER TO LOCAL MEAN LOW WATER. 2. THE INFORMATION SHOWN REPRESENTS THE RESULTS OF SURVEYS MADE ON THE DATES INDICATED AND REFLECTS THE GENERAL CONDITIONS AT THAT TIME. 3. THE RIGHT AND LEFT SIDES OF THE CHANNEL REFER TO TRAVEL IN A GENERAL DIRECTION WHEN ENTERING FROM SEAWARD 4. THE NATURAL CHANNEL WIDTH GENERALLY EXCEEDS THE PROJECT WIDTH SHOWN. 5. POINT OF CONTACT: DOUG HOLMES PHONE: 843-329-8135 6. Minimum depths based on profile lines.							

REPORT OF CHANNEL CONDITIONS 400' WIDE AND GREATER						Page 1 of 2 Pages DATE: 28-Mar-03		
TO: Navigation Interest					FROM: U.S. Army Engineer District, Savannah ATTN: SASOP-N P. O. Box 889 Savannah, GA 31402			
HARBOR/STATE BRUNSWICK HARBOR, GEORGIA Brunswick Harbor Ship Channel from the Sea to the Upper Limits of the Harbor at Mile 12.76 in the Turtle River and East River, Academy Creek and Terry Creek.					SHALLOWEST SINGLE SOUNDINGS WITHIN EACH 1/4 WIDTH OF CHANNEL ENTERING FROM SEAWARD			
NAME OF CHANNEL	DATE SURVEY	WIDTH (ft)	PROJECT LENGTH (mi)	DEPTH (ft)	(A)	MID-CHANNEL		(A)
					LEFT OUTSIDE QUARTER (ft)	LEFT INSIDE QUARTER (ft)	RIGHT INSIDE QUARTER (ft)	RIGHT OUTSIDE QUARTER (ft)
Entrance thru Turtle River	24 & 26 Mar-03							
St. Simon Range	"	500	7.70	32	32.0	34.0	34.0	31.0
Plantation Creek Range	"	400	1.83	32	38.0	40.0	41.0	40.0
Jekyll Island Range	"	400	1.93	30	29.0	33.0	33.0	31.0
Cedar Hammock Range	"	400	1.40	30	30.0	31.0	31.5	30.0
Brunswick Point Cut Range	"	400	2.44	30	28.0	30.0	29.5	27.0
Turtle River Lower Range	"	300	1.76	30	35.0	33.0	31.0	30.0
Blythe Island Range	"	300	1.51	30	31.0	29.5	26.0	26.0
Turtle River Upper Range	"	300	2.71	30	28.0	28.0	28.0	25.5
East River								
Entrance to Second Avenue	"	400	1.18	30	27.0	30.0	28.0	25.5
Second Ave to Mayor's Point	"	350	1.00	27	27.0	29.0	28.0	26.0
South Brunswick River	"	400	1.33	30	31.0	31.0	31.5	28.5
NAME OF CHANNEL	DATE SURVEY	WIDTH (ft)	PROJECT LENGTH (mi)	DEPTH (ft)	MINIMUM DEPTH			
					FRONT SIDE (ft)		100' FROM BACKSIDE (ft)	
East River Turning Basin	"	750	1000	30	25.0	#10	25.0	#09
South Brunswick River GPA Dock		125	1200	30	ALONG FACE OF DOCK ***			
REMARKS (Continue on reverse)								
<p>All depths refer to mean low water.</p> <p>This information represents the results of surveys made on the dates indicated and can only be considered as indicating the general conditions existing at that time. The depths shown have been rounded off to the nearest half-foot. Any questions concerning conditions shown on this report should be referred to the Operations Division:</p> <p>Telephone (912) 652-5058.</p> <p>(A) depths given below represent condition 50 ft. inside toe of channel.</p> <p>* Area Being Dredged</p> <p>** Area To Be Dredged</p> <p>*** Area Not Surveyed</p> <p>**** Area not surveyed due to weather</p>								

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BEND WIDENER	STATION	DATE SURVEY 24 & 26 Mar-03	CHANNEL SIDE	MINIMUM DEPTH			
				50' FROM TOE LINE	150' FROM TOE LINE		
East River Widener	0+000 to 3+000		LEFT	26.0	#12	#13	29.5
Widener @ Intersection of Jekyll Creek & Cedar Hammock	14+000 to 15+000	"	RIGHT	35.0	#03		N/A
Widener @ Intersection of Cedar Hammock & Bruns Pt Cut	21+250 to 22+250	"	RIGHT	30.5	#04		N/A
Widener @ Intersection of Plantation & Jekyll Creek	2+250 to 6+500	"	LEFT	100' OFF 42.5	#1	#2	400' OFF 52.0
South Brunswick River Turning Basin	45+000 to 46+000	"	LEFT	33.0	#06	#05	32.5
		"	RIGHT	33.0	#07	#08	32.0
ST SIMONS RANGE Widener	-15+000 to -16+000		RIGHT	41.0	#14		
ST SIMONS RANGE Widener	-21+000 to -28+000		RIGHT	36.0	#15		

ENG FORM 4020-R, NOV 90

Proposed List for Sound Signal Removal

LLNR	Aid Name
135	City of Richmond Wreck LBB WR2
145	Hector WR LBB WR4
160	Cape Romain LWB 6
200	Charleston Ent LWB C
245	Kiawah Is LWB 4KI
285	Hunting Is LWB 6HI
350	Tybee LWB T
455	Sapelo Snd OffShore LWB S
510	Brunswick LWB 2B
515	St Simons LWB STS
695	St Lucie Shl LWB 12
1905	Winyah Bay Ch LBB 8
1925	Winyah Bay Ch LBB 10
2400.2	Charleston Ent LB 13
2480	Charleston Ent LBB 25
4095	Pt Royal Snd Ch LBB 5
4115	Pt Royal Snd Ch LBB 9
4135	Pt Royal Snd LBB 15
4140	Pt Royal Snd LBB 19
4145	Pt Royal Snd LBB 23
4545	Tybee Rng LBB 1
4580	Bloody Pt Rng LGB 8
4615	Bloody Pt Rng LBB 13
6045	St Simons Snd Ent LBB 3
6065	St Simons Snd Ent LBB 7
6115	St Simons Snd LBB 17
6600	St Marys Ent LBB 20
6605	St Marys Ent LWB 21
7165	Mayport Basin Preferred Ch LBB
9585	Canaveral Hbr App Ch LWB 3
14825	Key West Main Ch LBB 3A
14830	Western Triangle LBB 5
19910	Charlotte Hbr Ch LWB 3
19940	Charlotte Hbr Ch LBB 8
19960	Charlotte Hbr Ch LBB 12
22230	Egmont Ch LWB 1
22235	Egmont Ch LBB 2
22250	Egmont Ch LWB 5
22270	Egmont Ch LWB 9
22300	Egmont Ch LBB 12
22305	Egmont Ch LWB 13
22320	Egmont Ch LBB 16

Page 6-Paragraph 143, line 7; read:
principal seaports. Light Lists are also available to view on the
USCG Navigation Center internet site at
www.navcen.uscg.gov/pubs/lightlists/lights.htm. Mariners
should refer to these publications for detailed ...
(08/03 CG7)

Page 82-Paragraph 1427, line 5 through Page 86-Paragraph
1600; read:
subject to any penalties under 33 U.S.C. 1232.

**Subpart C—Notification of Arrival, Hazardous Conditions,
and Certain Dangerous Cargos**

§160.201 General.

This subpart contains requirements and procedures for
submitting Notices of Arrival (NOA) and Notice of Hazardous
Condition. The sections in this subpart describe:

- (a) Applicability and exemptions from requirements in this
subpart;
- (b) Required information in an NOA;
- (c) Required changes to an NOA;
- (d) Methods and times for submission of an NOA and
changes to an NOA;
- (e) How to obtain a waiver; and
- (f) Requirements for submission of the Notice of
Hazardous Conditions.

§160.202 Applicability.

- (a) This subpart applies to U.S. and foreign vessels bound
for or departing from ports or places in the United States.
- (b) This subpart does not apply to recreational vessels
under 46 U.S.C. 4301 *et seq.*

(c) Unless otherwise specified in this subpart, the owner,
agent, master, operator, or person in charge of a vessel
regulated by this subpart is responsible for compliance with
the requirements in this subpart.

(d) Towing vessels controlling a barge or barges required
to submit an NOA under this subpart must submit only one
NOA containing the information required for the towing
vessel and each barge under its control.

§160.203 Exemptions.

(a) Except for reporting notice of hazardous conditions, the
following vessels are exempt from requirements in this
subpart:

- (1) Passenger and supply vessels when they are employed
in the exploration for or in the removal of oil, gas, or mineral
resources on the continental shelf.
- (2) Oil Spill Recovery Vessels (OSRVs) when engaged
in actual spill response operations or during spill response
exercises.
- (3) Vessels operating upon the following waters:

(i) Mississippi River between its sources and mile 235,
Above Head of Passes;

(ii) Tributaries emptying into the Mississippi River above
mile 235;

(iii) Atchafalaya River above its junction with the
Plaquemine-Morgan City alternate waterway and the Red
River; and

(iv) The Tennessee River from its confluence with the Ohio
River to mile zero on the Mobile River and all other tributaries
between those two points.

(b) If not carrying certain dangerous cargo or controlling
another vessel carrying certain dangerous cargo, the following
vessels are exempt from NOA requirements in this subpart:

(1) Vessels 300 gross tons or less, except for vessels
entering any port or place in the Seventh Coast Guard District
as described in 33 CFR 3.35–1(b).

(2) Vessels operating exclusively within a Captain of the
Port Zone.

(3) Vessels arriving at a port or place under force majeure.

(4) Towing vessels and barges operating solely between
ports or places in the continental United States.

(5) Public vessels.

(6) Except for tank vessels, U.S. vessels operating solely
between ports or places in the United States on the Great
Lakes.

(c) Vessels less than 500 gross tons need not submit the
International Safety Management (ISM) Code Notice (Entry
(7) to Table 160.206).

(d) Vessels operating solely between ports or places in the
continental United States need not submit the Cargo
Declaration (Customs Form 1302), (Entry (8) to Table
160.206).

(e) This section does not exempt any vessel from
compliance with the U.S. Customs Service (USCS) reporting
or submission requirements.

§160.204 Definitions.

As used in this subpart:

Agent means any person, partnership, firm, company or
corporation engaged by the owner or charterer of a vessel to
act in their behalf in matters concerning the vessel.

Barge means a non-self propelled vessel engaged in
commerce.

Carried in bulk means a commodity that is loaded or
carried on board a vessel without containers or labels and
received and handled without mark or count.

Certain dangerous cargo (CDC) includes any of the
following:

(1) Division 1.1 or 1.2 explosives as defined in 49 CFR
173.50.

(2) Division 1.5D blasting agents for which a permit is
required under 49 CFR 176.415 or, for which a permit is

required as a condition of a Research and Special Programs Administration exemption.

(3) Division 2.3 “poisonous gas”, as listed in 49 CFR 172.101 that is also a “material poisonous by inhalation” as defined in 49 CFR 171.8, and that is in a quantity in excess of 1 metric ton per vessel.

(4) Division 5.1 oxidizing materials for which a permit is required under 49 CFR 176.415 or for which a permit is required as a condition of a Research and Special Programs Administration exemption.

(5) A liquid material that has a primary or subsidiary classification of Division 6.1 “poisonous material” as listed 49 CFR 172.101 that is also a “material poisonous by inhalation,” as defined in 49 CFR 171.8 and that is in a bulk packaging, or that is in a quantity in excess of 20 metric tons per vessel when not in a bulk packaging.

(6) Class 7, “highway route controlled quantity” radioactive material or “fissile material, controlled shipment,” as defined in 49 CFR 173.403.

(7) Bulk liquefied chlorine gas and Bulk liquefied gas cargo that is flammable and/or toxic and carried under 46 CFR 154.7.

(8) The following bulk liquids:

- (i) Acetone cyanohydrin,
- (ii) Allyl alcohol,
- (iii) Chlorosulfonic acid,
- (iv) Crotonaldehyde,
- (v) Ethylene chlorohydrin,
- (vi) Ethylene dibromide,
- (vii) Methacrylonitrile, and
- (viii) Oleum (fuming sulfuric acid).

Charterer means the person or organization that contracts for the majority of the carrying capacity of a ship for the transportation of cargo to a stated port for a specified period. This includes “time charterers” and “voyage charterers.”

Crewmember means all persons carried on board the vessel to provide navigation and maintenance of the vessel, its machinery, systems, and arrangements essential for propulsion and safe navigation or to provide services for other persons on board.

Great Lakes means Lakes Superior, Michigan, Huron, Erie, and Ontario, their connecting and tributary waters, the Saint

Lawrence River as far as Saint Regis, and adjacent port areas.

Gross tons means the tonnage determined by the tonnage authorities of a vessel’s flag state in accordance with the national tonnage rules in force before the entry into force of the International Convention on Tonnage Measurement of Ships, 1969 (“Convention”). For a vessel measured only under Annex I of the Convention, gross tons means that tonnage. For a vessel measured under both systems, the higher gross tonnage is the tonnage used for the purposes of the 300-gross-ton threshold.

Hazardous condition means any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.

Nationality means the state (nation) in which a person is a citizen or to which a person owes permanent allegiance.

Operator means any person including, but not limited to, an owner, a charterer, or another contractor who conducts, or is responsible for, the operation of a vessel.

Persons in addition to crewmembers mean any person onboard the vessel, including passengers, who are not included on the list of crewmembers.

Port or place of departure means any port or place in which a vessel is anchored or moored.

Port or place of destination means any port or place in which a vessel is bound to anchor or moor.

Public vessel means a vessel that is owned or demise- (bareboat) chartered by the government of the United States, by a State or local government, or by the government of a foreign country and that is not engaged in commercial service.

Time charterer means the party who hires a vessel for a specific amount of time. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

Voyage charterer means the party who hires a vessel for a single voyage. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

§160.206 Information required in an NOA.

(a) Each NOA must contain all of the information items specified in Table 160.206.

TABLE 160.206.—NOA INFORMATION ITEMS

Required information	Vessels not carrying CDC	Vessels carrying CDC	
			Towing vessels controlling vessels carrying CDC
<i>(1) Vessel Information:</i>			
(i) Name;	X	X	X
(ii) Name of the registered owner;	X	X	X
(iii) Country of registry;	X	X	X
(iv) Call sign;	X	X	X
(v) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, substitute with official number;	X	X	X
(vi) Name of the operator;	X	X	X
(vii) Name of the charterer; and	X	X	X
(viii) Name of classification society	X	X	X
<i>(2) Voyage Information:</i>			
(i) Names of last five ports or places visited;	X	X	X
(ii) Dates of arrival and departure for last five ports or places visited;	X	X	X
(iii) For each port or place in the United States to be visited, list the names of the receiving facility, the port or place, the city, and the state;	X	X	X
(iv) For each port or place in the United States to be visited, the estimated date and time of arrival;	X	X	X
(v) For each port or place in the United States to be visited, the estimated date and time of departure;	X	X	X
(vi) The location (port or place and country) or position (latitude and longitude or waterway and mile marker) of the vessel at the time of reporting; and	X	X	X
(vii) The name and telephone number of a 24-hour point of contact	X	X	X
<i>(3) Cargo Information:</i>			
(i) A general description of cargo, other than CDC, onboard the vessel (e.g.: grain, container, oil, etc);	X	X	X
(ii) Name of each certain dangerous cargo carried, including cargo UN number, if applicable; and .....	.....	X	X
(iii) Amount of each certain dangerous cargo carried .....	.....	X	X
<i>(4) Information for each Crewmember Onboard:</i>			
(i) Full name;	X	X	X
(ii) Date of birth;	X	X	X
(iii) Nationality;	X	X	X
(iv) Passport or mariners document number (type of identification and number); ..	X	X	X
(v) Position or duties on the vessel; and	X	X	X
(vi) Where the crewmember embarked (list port or place and country)	X	X	X
<i>(5) Information for each Person Onboard in Addition to Crew:</i>			
(i) Full name;	X	X	X
(ii) Date of birth;	X	X	X
		Vessels carrying CDC	

Required information	Vessels not carrying CDC		Towing vessels controlling vessels carrying CDC
(iii) Nationality;	X	X	X
(iv) Passport number; and	X	X	X
(v) Where the person embarked (list port or place and country)	X	X	X
(6) <i>Operational condition of equipment required by §164.35 of this chapter</i>	X	X	X
(7) <i>International Safety Management (ISM) Code Notice:</i>			
(i) The date of issuance for the company's Document of Compliance certificate that covers the vessel;	X	X	X
(ii) The date of issuance for the vessel's Safety Management Certificate; and	X	X	X
(iii) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates	X	X	X
(8) <i>Cargo Declaration (Customs Form 1302) as described in 19 CFR 4.7</i>	X	X	X

(b) Vessels operating solely between ports or places in the continental United States need submit only the name of and date of arrival and departure for the last port or places visited to meet the requirements in entries (2)(i) and (ii) to Table 160.206 of this section.

(c) You may submit a copy of INS Form I-418 to meet the requirements of entries (4) and (5) in Table 160.206.

(d) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the first port or place of destination. The consolidated notice must include the name of the port or place and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of §160.208 of this part concerning requirements for charges to an NOA.

§160.208 Changes to a submitted NOA.

(a) Unless otherwise specified in this section, when submitted NOA information changes, vessels must submit a notice of change within the times required in §160.212.

(b) Changes in the following information need not be reported:

(1) Changes in arrival or departure times that are less than six (6) hours;

(2) Changes in vessel location or position of the vessel at the time of reporting (entry (2)(vi) to Table 160.206); and

(3) Changes to crewmembers' position or duties on the vessel (entry (5)(v) to Table 160.206).

(c) When reporting changes, submit only the name of the vessel, original NOA submission date, the port of arrival, the specific items to be corrected, and the new location or position of the vessel at the time of reporting. Only changes to NOA information need to be submitted.

§160.210 Methods for submitting an NOA.

(a) *Submission to the National Vessel Movement Center (NVMC).* Except as provided in paragraphs (b) and (c) of this section, all vessels required to submit NOA information in §160.206 (entries 1-7 to Table 160.206) to the NVMC, United States Coast Guard, 408 Coast Guard Drive, Kearneysville, WV, 25430, shall do so by:

(1) Telephone at 1-800-708-9823 or 304-264-2502;

(2) Fax at 1-800-547-8724 or 304-264-2684; or

(3) E-mail at SANS@NVMC.USCG.gov.

Note to paragraph (a): Information about the National Vessel Movement Center is available on its Web site at <http://www.nvmc.uscg.gov/>. You may submit the notice using any electronic format available on the NVMC website.

(b) *Saint Lawrence Seaway transits.* Those vessels transiting the Saint Lawrence Seaway inbound, bound for a port or place in the United States, may meet the submission requirements of paragraph (a) of this section by submitting the required information to the Saint Lawrence Seaway Development Corporation and the Saint Lawrence Seaway Management Corporation of Canada by fax at 315-764-3235 or at 315-764-3200. The Cargo Declaration (Customs Form 1302) in entry (8) in Table 160.206 must be submitted electronically to the USCS, as required by paragraph (d) of this section.

(c) *Seventh Coast Guard District.* Those vessels 300 or less gross tons operating in the Seventh Coast Guard District must submit an NOA to the cognizant Captain of the Port (COTP). The Cargo Declaration (Customs Form 1302) in entry (8) in Table 160.206 must be submitted electronically to the USCS, as required by paragraph (d) of this section.

(d) *Submission to the United States Customs Service's Sea Automated Manifest System (AMS).*

(1) Beginning July 1, 2003, the Cargo Declaration (Customs Form 1302) in entry (8) in Table 160.206 must be

submitted electronically to the USCS Sea AMS by one of the following methods:

(i) By direct connection with USCS or by purchasing the proper software; or

(ii) Using a service provider or a Port Authority.

(2) To become a participant in Sea AMS, submitters must provide a letter of intent to USCS prior to first submission.

§160.212 When to submit an NOA.

(a) *Submission of NOA.* (1) Except as set out in paragraph (a)(2) of this section, all vessels must submit NOAs within the times required in paragraph (a)(3) of this section.

(2) Towing vessels, when in control of a vessel carrying CDC and operating solely between ports or places in the continental United States, must submit an NOA before departure but at least 12 hours before entering the port or place of destination.

(3) Times for submitting NOAs areas follows:

If your voyage time is–	You must submit an NOA–
(i) 96 hours or more; or	Before departure but at least 96 hours before entering the port or place of destination; or
(ii) Less than 96 hours	Before departure but at least 24 hours before entering the port or place of destination.

(b) *Submission of changes to NOA.* (1) Except as set out in paragraph (b)(2) of this section, vessels must submit changes in NOA information within the times required in paragraph (b)(3) of this section.

(2) Towing vessels, when in control of a vessel carrying CDC and operating solely between ports or places in the continental United States, must submit changes to an NOA as soon as practicable but at least 6 hours before entering the port or place of destination.

(3) Times for submitting changes to NOAs are as follows:

If your remaining voyage time is–	Then you must submit changes to an NOA–
(i) 96 hours or more;	As soon as practicable but at least 24 hours before entering the port or place of destination;
(ii) Less than 96 hours but not less than 24 hours; or	As soon as practicable but at least 24 hours before entering the port or place of destination; or
(iii) Less than 24 hours	As soon as practicable but at least 12 hours before entering the port or place of destination.

(c) *Submission of the Cargo Declaration (Customs Forms 1302).* (1) Except as set out in paragraph (c)(2) of this section, all vessels must submit to USCS the Cargo Declaration (Customs Form 1302) in entry (8) to Table 160.206, within the times required in paragraph (a)(3) of this section.

(2)(i) Except for vessels carrying containerized cargo or break bulk cargo, vessels carrying bulk cargo may submit the Cargo Declaration (Customs Form 1302). Entry (8) to Table 160.206) before departure but at least 24 hours before entering the U.S. port or place of destination.

(ii) Vessels carrying break bulk cargo operating under a USCS exemption granted under 19 CFR 4.7(b)(4)(ii) may, during the effective period of the USCS exemption submit the Cargo Declaration (Customs Form 1302), (Entry (8) to Table 160.206) before departure but at least 24 hours before entering the U.S. port or place of destination.

§160.214 Waivers.

The Captain of the Port may waive, within that Captain of the Port's designated zone, any of the requirements of this subpart for any vessel or class of vessels upon finding that the vessel, route area of operations, conditions of the voyage, or other circumstances are such that application of this subpart is unnecessary or impractical for purposes of safety, environmental protection, or national security.

§160.215 Notice of hazardous conditions.

Whenever there is a hazardous condition either aboard a vessel or caused by a vessel or its operation, the owner, agent, master, operator, or person in charge shall immediately notify the nearest Coast Guard Marine Safety Office or Group Office. (Compliance with this section does not relieve responsibility for the written report required by 46 CFR 4.05–10.)

(FR 2/28/03)

Page 206-Paragraph 161, lines 3-4; read:
In October 2002, the controlling depth
through the dredged channel was 6.8 feet.
The channel is well marked, but strangers
should not attempt ...

(BPs 179420-21)

Page 234-Paragraph 62, lines 4-12; read:
provisions, marine supplies, pump-out
station and wet and dry storage are
available. A 7½ -ton lift and hull and
engine repairs are available. Another
marina is at **Belle Isle Garden** ...

(CL 183/03; CL 262/03; NOS 11534)

Page 292-Paragraph 71, line 4; read:
end of the jetty is awash. In June 2002,
severe shoaling existed ...

(BPs 178137-48)

Page 329-Paragraph 114, line 8; read:
gasoline, diesel fuel, berthing, nautical
supplies, water, ice, electricity, pump-
out station and launching ramps. Depths
of 2.0 to 4.5 feet ...

(CL 2286/02)

Page 329-Paragraph 120, line 6; read:
made. At **Mile 314.5**, a marina has berths,
electricity, gasoline, diesel fuel,
water, ice, pump-out station, marine
supplies, and wet and dry storage. A 9-
ton lift is available and hull, engine
and electronic repairs can be made.

(CL 262/03)

Page 329-Paragraph 123, read:

From **Mile 323.3** to **Mile 324.0**, there
are numerous small-craft facilities on
both sides of the waterway. Berths,
electricity, gasoline, diesel fuel,
water, ice, marine supplies, ramps and
wet and dry storage are available. A 7.5-
ton lift and hull and motor repairs are
available.

(CL 1302/99)

Page 330-Paragraph 128, lines 14-17;
read:

117.59 and 117.821(b) (6), chapter 2, for
regulations.) An overhead power cable
just east of the bridge has a clearance
of 85 feet.

(NOS 11534; CL 1906/02)

Page 330-Paragraph 131, line 5 through
Paragraph 132, read:
about 5 feet. A marina at **Mile 345.0**, on
the north side of the waterway, has
berths, electricity, gasoline, diesel
fuel, water, ice, pump-out station,
nautical supplies, and wet and dry
storage. A 20-ton lift is available.

A marina on the north side of the
waterway at **Mile 346.3** has gasoline,
water, ice, and dry storage. A 60-ton
lift and hull, engine and electronic
repairs are available. A yacht basin is
off the south side of the waterway at
Mile 347.0; depths of 4 feet were
reported in the approach and alongside
the berths in 2002. Electricity,
gasoline, diesel fuel, water, ice, pump-
out station, wet storage, a launching
ramp and marine supplies are available. A
35-ton mobile hoist is available and hull
and engine repairs can be made.

(NOS 11534; CL 262/03)

Page 330-Paragraph 148, lines 3-5; read:
gasoline, diesel fuel, water, ice, marine
supplies, launching ramp, pump-out
station, and wet and dry storage
available. A depth of 15 feet was
reported alongside the berths. At **Mile
394.4**, a marina on the east side of the
waterway has berths, electricity, ice and
pump-out station available.

(CL 262/03)

Page 211-Paragraph 257, lines 5-6; read: both sides. Depths in the channel, in June 2002, were reported to be 4.5 feet or more for 3 miles above the light. A marina on the west shore of Clubfoot Creek, at the entrance to Mitchell Creek, has berths, electricity, gasoline, diesel fuel, pump-out station, water, and ice.

(CL 820/02; DB 225)

Page 327-Paragraph 87, line 4; read: long which connects with the head of **Core Creek**. A marina, through a canal on the west side of the waterway, at **Mile 194.2**, has berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies, launching ramp and wet storage. In 2003, 6 feet was reported in the approach and alongside. State Route ...

(CL 185/03)

Page 327-Paragraph 87, lines 7-11; read: just below the bridge have a least clearance of 85 feet. A boatyard south of the bridge on the east side of the waterway at **Mile 196.1**, has berths, electricity and dry storage. A 70-ton lift is available and hull, engine and electronic repairs can be made. A small-craft facility on the east side of the waterway at **Mile 197.3**, has berths, electricity, gasoline, diesel fuel, water, ice, launching ramp, pump-out station, marine supplies, and wet and dry storage. A 220-ton lift and a marine railway that can handle craft to 120 feet are available; hull, engine and electronic repairs can be made.

(CL 211/02; CL 185/03)

Page 328-Paragraph 95, lines 5-7; read: with electricity, gasoline, diesel fuel, water, ice, wet and dry storage, and marine supplies. Lifts to 60 tons are available; hull, engine and electronic repairs can be made.

(CL 2280/02; CL 76/03; CL 184/03)

Page 328-Paragraph 96, lines 3-7; read: a marina with 8 feet of water reported in 2002 alongside the piers. Berthage with electricity, gasoline, diesel fuel, water, ice, and wet storage are available. In 2000, 6 feet was reported in the marked entrance channel. A 60-ton mobile lift is available for hull, engine and electronic repairs.

(CL 2285/02; NOS 11541)

Page 328-Paragraph 101, lines 2-4; read: is a marina with berths, electricity, gasoline, diesel fuel, launching ramp, water, ice, and wet and dry storage available. A 40-ton lift is available for hull and engine ...

(CL 2307/02)

Page 111-Paragraph 2369, line 2; read:
Channel.

§165.759 Security Zones; Ports of Jacksonville, Fernandina, and Canaveral, Florida.

(a) *Regulated area.* Moving security zones are established 100 yards around all tank vessels, cruise ships, and military pre-positioned ships during transits entering or departing the ports of Jacksonville, Fernandina, and Canaveral, Florida. These moving security zones are activated when the subject vessels pass the St. Johns River Sea Buoy, at approximate position 30°23'35"N., 81°19'08"W., when entering the port of Jacksonville, or pass Port Canaveral Channel Entrance Buoys #3 or #4, at respective approximate positions 28°22.7'N., 80°31.8'W., and 28°23.7'N., 80°29.2'W., when entering Port Canaveral. Fixed security zones are established 100 yards around all tank vessels, cruise ships, and military pre-positioned ships docked in the Ports of Jacksonville, Fernandina, and Canaveral, Florida.

(b) *Regulations.* In accordance with the general regulations §165.33 of this part, entry into these zones is prohibited except as authorized by the Captain of the Port, or a Coast Guard commissioned, warrant, or petty officer designated by him. The Captain of the Port will notify the public of any changes in the status of this zone by Marine Safety Radio Broadcast on VHF Marine Band Radio, Channel 22 (157.1 MHz).

(c) *Definition.* As used in this section: cruise ship means a passenger vessel, except for a ferry, greater than 100 feet in length that is authorized to carry more than 12 passengers for hire.

(d) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

§165.761 Security Zones; Port of Palm Beach, Port Everglades, Port of

Miami, and Port of Key West, Florida.

(a) *Location.* The following areas are security zones:

(1) *Fixed and moving security zones around vessels in the Ports of Palm Beach, Port Everglades, Miami, and Key West, Florida.* Moving security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard, or vessels carrying liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, during transits entering or departing the Ports of Palm Beach, Port Everglades, Miami or Key West, Florida. These moving security zones are activated when the subject vessel passes: "LW" buoy, at approximate position 26°46.3'N., 080°00.6'W., when entering the Port of Palm Beach, passes "PE" buoy, at approximate position 26°05.5'N., 080°04.8'W., when entering Port Everglades; the "M" buoy, at approximate position 25°46.1'N., 80°05.0'W., when entering the Port of Miami; and "KW" buoy, at approximate position 24°27.7'N., 081°48.1'W., when entering the Port of Key West. Fixed security zones are established 100 yards around all passenger vessels, vessels carrying cargoes of particular hazard or liquefied hazardous gas (LHG) as defined in 33 CFR parts 120, 126 and 127 respectively, while they are docked in the Ports of Palm Beach, Port Everglades, Miami or Key West, Florida.

(2) *Fixed security zone in the Port of Miami, Florida.* A fixed security zone encompasses all waters between Watson Park and Star Island on the MacArthur Causeway south to the Port of Miami. The western boundary is formed by an imaginary line from points 25°46.79'N., 080°10.90'W., to 25°46.77'N., 080°10.92'W to 25°46.88'N., 080°10.84'W., and ending on Watson Park at 25°47.00'N., 080°10.67'W. The eastern boundary is formed by an imaginary line from the traffic light located at Bridge road, in

approximate position 25°46.33'N., 080°09.12'W., which leads to Star Island, and MacArthur Causeway directly extending across the Main Channel to the Port of Miami, at 25°46.26'N., 080°09.18'W. The fixed security zone is activated when two or more passenger vessels, vessels carrying cargoes of particular hazard, or vessels carrying liquefied hazardous gas (LHG) as defined in 33 CFR 120, 126 and 127 respectively, enter or moor within this zone.

(i) Vessels may be allowed to transit the Main Channel when only one passenger vessel or vessel carrying cargoes of particular hazard are berthed, by staying on the north side of the law enforcement boats and cruise ship tenders, which will mark a transit lane in channel.

(ii) When passenger vessels are not berthed on the Main Channel, navigation will be unrestricted. Law enforcement vessels can be contacted on VHF Marine Band Radio, Channel 16 (156.8 MHz).

(3) *Fixed security zones in the Port Everglades.* A fixed security zone encompasses all waters west of an imaginary line starting at the northern most point 26°05.98'N., 080°07.15'W., near the west side of the 17th Street Causeway Bridge, to the southern most point 26°05.41'N., 080°06.96'W., on the northern tip of pier 22. An additional fixed security zone encompasses the Intracoastal Waterway between a line connecting point 26°05.41'N., 080°06.97'W., on the northern tip of berth 22 and a point directly east across the Intracoastal Waterway to 26°05.41'N., 080°06.74'W.; and a line drawn from the corner of Port Everglades berth 29 at point 26°04.72'N., 080°06.92'W. easterly across the Intracoastal Waterway to John U. Lloyd Beach, State Recreational Area at point 26°04.72'N., 080°06.81'W.

(i) Vessels may be allowed to transit the Intracoastal Waterway when passenger vessels or vessels carrying cargoes of particular hazard are berthed, by staying east of the law enforcement vessels and cruise ship tenders, which

will mark a transit lane in the Intracoastal Waterway.

(ii) Periodically, vessels may be required to temporarily hold their positions while large commercial traffic operates in this area. Vessels in this security zone must follow the orders of the COTP or his designated representative, who may be embarked in law enforcement or other vessels on scene. When passenger vessels are not berthed on the Intracoastal Waterway, navigation will be unrestricted. Law enforcement vessels can be contacted on VHF Marine Band Radio, Channel 16 (156.8 MHz).

(b) *Regulations.* (1) Prior to commencing the movement, the person directing the movement of a passenger vessel, a vessel carrying cargoes of particular hazard or a vessel carrying liquefied hazardous gas (LHG) as as defined in Title 33, Code of Federal Regulations parts 120, 126 and 127 respectively, is encouraged to make a security broadcast on VHF Marine Band Radio, Channel 13 (156.65 MHz) to advise mariners of the moving security zone activation and intended transit.

(2) In accordance with the general regulations §165.33 of this part, entry into those zones is prohibited except as authorized by the Captain of the Port Miami or his designated representative. Other vessels such as pilot boats, cruise ship tenders, tug boats and contracted security vessels may assist the Coast Guard Captain of the Port under the direction of his designated representative by monitoring these zones strictly to advise mariners of the restrictions. The Captain of the Port will notify the public via Marine Safety Radio Broadcast on VHF Marine Band Radio, Channel 16 (156.8 MHz) when the security zones are being enforced.

(3) Persons desiring to enter or transit the area of the security zone may contact the Captain of the Port at (305) 535-8701 or on VHF Marine Band Radio, Channel 16 (156.8 MHz) to seek permission to transit the area. If permission is

granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(4) The Captain of the Port Miami may waive any the requirements of this subpart for any vessel upon finding that the vessel or class of vessel, operational conditions, or other circumstances are such that application of this subpart is unnecessary or impractical for the purpose of port security, safety or environmental safety.

(c) *Definition.* As used in this section, cruise ship means a passenger vessel greater than 100 feet in length and over 100 gross tons that is authorized to carry more than 12 passengers for hire making voyages lasting more than 24 hours, except for a ferry.

(d) *Authority.* In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

(CL 314/03; FR 01/23/03)

Page 138-Paragraph 3241 through Paragraph 3249, read:

(f) *Duration*. A permit remains valid for the period specified on it unless it is revoked, suspended, or modified pursuant to subpart D of 15 CFR part 904 or, in the case of a vessel or dealer permit, the vessel or dealership is sold.

(g) *Transfer*-(1) *Vessel permits, licenses, and endorsements and dealer permits*. A vessel permit, license, or endorsement or a dealer permit issued under this section is not transferable or assignable, except as provided in paragraph (m) of this section for a commercial vessel permit for Gulf reef fish, in paragraph (n) of this section for a fish trap endorsement, in paragraph (o) of this section for a Gulf king mackerel gillnet endorsement, in paragraph (p) of this section for a red snapper license, in paragraph (q) of this section for a king mackerel permit, in paragraph (r) of this section for a charter vessel/headboat permit for Gulf coastal migratory pelagic fish or Gulf reef fish, in §622.17(c) for a commercial vessel permit for golden crab, in §622.18(e) for a commercial vessel permit for South Atlantic snapper-grouper, or in §622.19(e) for a commercial vessel permit for South Atlantic rock shrimp. A person who acquires a vessel or dealership who desires to conduct activities for which a permit, license, or endorsement is required must apply for a permit, license, or endorsement in accordance with the provisions of this section. If the acquired vessel or dealership is currently permitted, the application must be accompanied by the original permit and a copy of a signed bill of sale or equivalent acquisition papers.

(2) *Operator permits*. An operator permit is not transferable.

(h) *Renewal*-(1) *Vessel permits, licenses, and endorsements and dealer permits*. Although a vessel permit, license, or endorsement or a dealer

permit required by this section is issued on an annual basis, an application for its renewal is required only every 2 years. In the interim years, renewal is automatic (without application) for a vessel owner or a dealer who has met the specific requirements for the requested permit, license, or endorsement; who has submitted all reports required under the Magnuson-Stevens Act; and who is not subject to a sanction or denial under paragraph (j) of this section. An owner or dealer whose permit, license, or endorsement is expiring will be mailed a notification by the RA approximately 2 months prior to its expiration. That notification will advise the status of the renewal. That is, the notification will advise that the renewal will be issued without further action by the owner or dealer (automatic renewal); that the permit, license, or endorsement is ineligible for automatic renewal; or that a new application is required.

(i) *If eligible for automatic renewal*. If the RA's notification indicates that the owner's or dealer's permit, license, or endorsement is eligible for automatic renewal, the RA will mail the automatically renewed permit, license, or endorsement approximately 1 month prior to expiration of the old permit, license, or endorsement.

(ii) *If ineligible for automatic renewal*. If the RA's notification indicates that the owner's or dealer's permit, license, or endorsement is ineligible for automatic renewal, the notification will specify the reasons and will provide an opportunity for correction of any deficiencies. If the owner or dealer does not correct such deficiencies within 60 days after the date of the RA's notification, the renewal will be considered abandoned. A permit, license, or endorsement that is not renewed with the applicable deadline will not be reissued.

(iii) *If new application is required.* If the RA's notification indicates that a new application is required, the notification will include a preprinted renewal application. If the RA receives an incomplete application, the RA will notify the applicant of the deficiency. If the applicant fails to correct the deficiency within 30 days of the date of the RA's letter of notification, the application will be considered abandoned. A permit, license, or endorsement that is not renewed within the applicable deadline will not be reissued.

(iv) *If notification is not received.* A vessel owner or dealer must contact the RA if he/she does not receive a notification from the RA regarding status of renewal of a permit, license, or endorsement by 45 days prior to expiration of the current permit.

(2) *Operator permits.* An operator permit required by this section is issued for a period not longer than 3 years. A permit not renewed immediately upon its expiration would expire at the end of the operator's birth month that is between 2 and 3 years after issuance. For renewal, a new application must be submitted in accordance with paragraph (b) (4) of this section.

(i) *Display.* A vessel permit, license, or endorsement issued under this section must be carried on board the vessel. A dealer permit issued under this section, or a copy thereof, must be available on the dealer's premises. In addition, a copy of the dealer's permit must accompany each vehicle that is used to pick up from a fishing vessel reef fish harvested from the Gulf EEZ. The operator of a vessel must present the vessel permit, license, or endorsement for inspection upon the request of an authorized officer. A dealer or a vehicle operator must present the permit or a copy for inspection upon the request of an authorized officer. An operator of a vessel in the South Atlantic rock shrimp fishery must present his/her operator permit and one other form of personal

identification that includes a picture (driver's license, passport, etc.) for inspection upon the request of an authorized officer.

(i) *Sanctions and denials.* (1) A permit, license, or endorsement issued pursuant to this section may be revoked, suspended, or modified, and a permit, license, or endorsement application may be denied, in accordance with the procedures governing enforcement-related permit sanctions and denials found at subpart D of 15 CFR part 904.

(2) A person whose operator permit is suspended, revoked, or modified may not be aboard any fishing vessel subject to Federal fishing regulations in any capacity, if so sanctioned by NOAA, while the vessel is at sea or offloading. The vessel's owner and operator are responsible for compliance with this measure. A list of operators whose permits are revoked or suspended may be obtained from the RA.

(FR 1/16/03)

Page 136-Paragraph 3197, read:

(viii) *South Atlantic rock shrimp.*

(A) For a person aboard a vessel to fish for rock shrimp in the South Atlantic EEZ or possess rock shrimp in or from the South Atlantic EEZ, a commercial vessel permit for rock shrimp must be issued to the vessel and must be on board. (See paragraph (a)(5) of this section for the requirements for operator permits for the South Atlantic rock shrimp fishery.)

(B) In addition, effective July 15, 2003, for a person aboard a vessel to fish for rock shrimp in the South Atlantic EEZ off Georgia or off Florida or possess rock shrimp in or from the South Atlantic EEZ off Georgia or off Florida, a limited access endorsement for South Atlantic rock shrimp must be issued to the vessel and must be on board. See §622.19 for limitations on the issuance, transfer, renewal, and reissuance of a limited access endorsement for South Atlantic rock shrimp.

(FR 1/16/03)

Page 137-Paragraph 3207, line 9; read: and must have a physical facility at a fixed location in such state(s).

(5) *Operator permits.* (i) Effective May 16, 2003, for a person to be an operator of a vessel fishing for rock shrimp in the South Atlantic EEZ or possessing rock shrimp in or from the South Atlantic EEZ, or to be an operator of a vessel that has a valid permit for South Atlantic rock shrimp issued under this section, such person must have and carry on board a valid operator permit and one other form of personal identification that includes a picture (driver's license, passport, etc.).

(ii) An owner of a vessel that fishes for rock shrimp in the South Atlantic EEZ or possess rock shrimp in or from the South Atlantic EEZ, and an owner of a vessel that has a valid permit for rock shrimp issued under this section, must ensure that at least one person with

a valid operator permit for the South Atlantic rock shrimp fishery is aboard while the vessel is at sea or offloading.

(FR 1/16/03)

Page 137-Paragraph 3236, line 5 through Paragraph 3237; read color code).

(4) *Operator permits.* An applicant for an operator permit must provide the following:

(i) Name, address, telephone number, and other identifying information specified on the application.

(ii) Two recent (no more than 1-yr old), color, passport-size photographs.

(iii) Any other information that may be necessary for the issuance or administration of the permit, as specified on the application form.

(c) *Change in application information.* The owner or operator of a vessel with a permit, a person with a coral permit, a person with an operator permit, or a dealer with a permit must notify the RA within 30 days after any change in the application information specified in paragraph (b) of this section. The permit is void if any change in the information is not reported within 30 days.

(FR 1/16/03)

Page 138-Paragraph 3251, read:

(1) *Replacement.* A replacement permit, license, or endorsement may be issued. An application for a replacement permit, license, or endorsement is not considered a new application. An application for a replacement operator permit must include two new photographs, as specified in paragraph (b)(4)(ii) of this section.

(FR 1/16/03)

Page 144-Paragraph 3379 through Paragraph 3380, read:

(b) Falsify information on an application for a permit, license, or endorsement or submitted in support of such application, as specified in §622.4(b), (g), (p), (q), or (r) in §§622.18 or 622.19.

(c) Fail to display a permit, license, or endorsement, or other required identification, as specified in §622.4(i).

(FR 1/16/03)

Page 145-Paragraph 3408, read:

(z) Fish for or possess golden crab in or from a fishing zone or sub-zone of the South Atlantic EEZ other than the zone or sub-zone for which the vessel is permitted or authorized, as specified in §622.17(b).

(aa) Falsify information submitted regarding an application for testing a BRD, testing of a BRD, or the results of such testing, as specified in §622.41(g)(3)(1) or (h)(3).

(bb) Make a false statement, oral or written, to an authorized officer regarding the installation, use, operation, or maintenance of a vessel monitoring system (VMS) unit or communication service provider.

(cc) Operator or own a vessel that is required to have a permitted operator aboard when the vessel is at sea or offloading without such operator aboard, as specified in §622.4(a)(5)(i) and (ii).

(dd) When a vessel that is subject to Federal fishing regulations is at sea or offloading, own or operate such vessel with a person aboard whose operator permit is revoked, suspended, or modified.

(ee) Fail to comply with any provision related to a vessel monitoring system as specified in §622.9, including but not limited to, requirements for use, installation, activation, access to data, procedures related to interruption of VMS operation, and prohibitions on interference with the VMS.

(FR 1/16/03; 50 CFR 622)

Publication-National Ocean Service-U.S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico, and Virgin Islands, 2003 (30th) Edition. Change No. 11.

Coast Pilot 5 30th Ed 2003

Corrections

Page 6-Paragraph 144, line 7; read:
principal seaports. Light Lists are also
available to view on the USCG Navigation
Center internet site at
www.navcen.uscg.gov/pubs/lightlists/lightlists.htm. Mariners should refer to these
publications for detailed ...

(08/03 CG7)

Page 250-Paragraph 69, lines 6-8; read:
mile NE of Cat Point. In August 2002, the
controlling depths were 2.2 feet in the
entrance channel, thence 1.3 feet in the
W arm of the channel paralleling the
shore at Eastport and 1.6 ...

(BP 178910)

Page 257-Paragraph 212, lines 3-4; read:
bridge at Freeport. In August 2002, the
controlling depth was 3.4 feet (7.5 feet
at midchannel) in the channel with 6.4 to
12 feet in ...

(CL 2026/02; BPs 178862-67)

Page 272-Paragraph 153, lines 4-6; read:
Dauphin Island village. In August 2002,
the controlling depth in the entrance
channel was 3.6 feet (6.4 feet at
midchannel), thence 2.2 to 7.0 feet in
the basin. The channel is marked with
lights and ...

(BPs 178765-66)

Page 87- Paragraph 1587, line 5 through Page 91-Paragraph 1760; read:
to any penalties under 33 U.S.C. 1232.

Subpart C--Notification of Arrival, Hazardous Conditions, and Certain Dangerous Cargos

§160.201 General.

This subpart contains requirements and procedures for submitting Notices of Arrival (NOA) and Notice of Hazardous Condition. The sections in this subpart describe:

- (a) Applicability and exemptions from requirements in this subpart;
- (b) Required information in an NOA;
- (c) Required changes to an NOA;
- (d) Methods and times for submission of an NOA and changes to an NOA;
- (e) How to obtain a waiver; and
- (f) Requirements for submission of the Notice of Hazardous Conditions.

§160.202 Applicability.

- (a) This subpart applies to U.S. and foreign vessels bound for or departing from ports or places in the United States.
- (b) This subpart does not apply to recreational vessels under 46 U.S.C. 4301 *et seq.*
- (c) Unless otherwise specified in this subpart, the owner, agent, master, operator, or person in charge of a vessel regulated by this subpart is responsible for compliance with the requirements in this subpart.
- (d) Towing vessels controlling a barge or barges required to submit an NOA under this subpart must submit only one NOA containing the information required for the towing vessel and each barge under its control.

§160.203 Exemptions.

- (a) Except for reporting notice of hazardous conditions, the following vessels are exempt from requirements in this subpart:
 - (1) Passenger and supply vessels when they are employed in the exploration for or in the removal of oil, gas, or mineral resources on the continental shelf.
 - (2) Oil Spill Recovery Vessels (OSRVs) when engaged in actual spill response operations or during spill response exercises.
 - (3) Vessels operating upon the following waters:
 - (i) Mississippi River between its sources and mile 235, Above Head of Passes;
 - (ii) Tributaries emptying into the Mississippi River above mile 235;

(iii) Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway and the Red River; and

(iv) The Tennessee River from its confluence with the Ohio River to mile zero on the Mobile River and all other tributaries between those two points.

(b) If not carrying certain dangerous cargo or controlling another vessel carrying certain dangerous cargo, the following vessels are exempt from NOA requirements in this subpart:

- (1) Vessels 300 gross tons or less, except for vessels entering any port or place in the Seventh Coast Guard District as described in 33 CFR 3.35–1(b).
- (2) Vessels operating exclusively within a Captain of the Port Zone.
- (3) Vessels arriving at a port or place under force majeure.
- (4) Towing vessels and barges operating solely between ports or places in the continental United States.
- (5) Public vessels.
- (6) Except for tank vessels, U.S. vessels operating solely between ports or places in the United States on the Great Lakes.

(c) Vessels less than 500 gross tons need not submit the International Safety Management (ISM) Code Notice (Entry (7) to Table 160.206).

(d) Vessels operating solely between ports or places in the continental United States need not submit the Cargo Declaration (Customs Form 1302), (Entry (8) to Table 160.206).

(e) This section does not exempt any vessel from compliance with the U.S. Customs Service (USCS) reporting or submission requirements.

§160.204 Definitions.

As used in this subpart:

Agent means any person, partnership, firm, company or corporation engaged by the owner or charterer of a vessel to act in their behalf in matters concerning the vessel.

Barge means a non-self propelled vessel engaged in commerce.

Carried in bulk means a commodity that is loaded or carried on board a vessel without containers or labels and received and handled without mark or count.

Certain dangerous cargo (CDC) includes any of the following:

- (1) Division 1.1 or 1.2 explosives as defined in 49 CFR 173.50.
- (2) Division 1.5D blasting agents for which a permit is required under 49 CFR 176.415 or, for which a permit is required as a condition of a Research and Special Programs Administration exemption.

(3) Division 2.3 “poisonous gas”, as listed in 49 CFR 172.101 that is also a “material poisonous by inhalation” as defined in 49 CFR 171.8, and that is in a quantity in excess of 1 metric ton per vessel.

(4) Division 5.1 oxidizing materials for which a permit is required under 49 CFR 176.415 or for which a permit is required as a condition of a Research and Special Programs Administration exemption.

(5) A liquid material that has a primary or subsidiary classification of Division 6.1 “poisonous material” as listed 49 CFR 172.101 that is also a “material poisonous by inhalation,” as defined in 49 CFR 171.8 and that is in a bulk packaging, or that is in a quantity in excess of 20 metric tons per vessel when not in a bulk packaging.

(6) Class 7, “highway route controlled quantity” radioactive material or “fissile material, controlled shipment,” as defined in 49 CFR 173.403.

(7) Bulk liquefied chlorine gas and Bulk liquefied gas cargo that is flammable and/or toxic and carried under 46 CFR 154.7.

(8) The following bulk liquids:

- (i) Acetone cyanohydrin,
- (ii) Allyl alcohol,
- (iii) Chlorosulfonic acid,
- (iv) Crotonaldehyde,
- (v) Ethylene chlorohydrin,
- (vi) Ethylene dibromide,
- (vii) Methacrylonitrile, and
- (viii) Oleum (fuming sulfuric acid).

Charterer means the person or organization that contracts for the majority of the carrying capacity of a ship for the transportation of cargo to a stated port for a specified period. This includes “time charterers” and “voyage charterers.”

Crewmember means all persons carried on board the vessel to provide navigation and maintenance of the vessel, its machinery, systems, and arrangements essential for propulsion and safe navigation or to provide services for other persons on board.

Great Lakes means Lakes Superior, Michigan, Huron, Erie, and Ontario, their connecting and tributary waters, the Saint Lawrence River as far as Saint Regis, and adjacent port areas.

Gross tons means the tonnage determined by the tonnage authorities of a vessel’s flag state in accordance with the national tonnage rules in force before the entry into force of the International Convention on Tonnage Measurement of Ships, 1969 (“Convention”). For a vessel measured only under Annex I of the Convention, gross tons means that tonnage. For a vessel measured under both systems, the higher gross tonnage is the tonnage used for the purposes of the 300-gross-ton threshold.

Hazardous condition means any condition that may adversely affect the safety of any vessel, bridge, structure, or shore area or the environmental quality of any port, harbor, or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning-shortage.

Nationality means the state (nation) in which a person is a citizen or to which a person owes permanent allegiance.

Operator means any person including, but not limited to, an owner, a charterer, or another contractor who conducts, or is responsible for, the operation of a vessel.

Persons in addition to crewmembers mean any person onboard the vessel, including passengers, who are not included on the list of crewmembers.

Port or place of departure means any port or place in which a vessel is anchored or moored.

Port or place of destination means any port or place in which a vessel is bound to anchor or moor.

Public vessel means a vessel that is owned or demise- (bareboat) chartered by the government of the United States, by a State or local government, or by the government of a foreign country and that is not engaged in commercial service.

Time charterer means the party who hires a vessel for a specific amount of time. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

Voyage charterer means the party who hires a vessel for a single voyage. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

§160.206 Information required in an NOA.

(a) Each NOA must contain all of the information items specified in Table 160.206.

TABLE 160.206.—NOA INFORMATION ITEMS

Required information	Vessels not carrying CDC	Vessels carrying CDC	
		Vessels	Towing vessels controlling vessels carrying CDC
<i>(1) Vessel Information:</i>			
(i) Name;	X	X	X
(ii) Name of the registered owner;	X	X	X
(iii) Country of registry;	X	X	X
(iv) Call sign;	X	X	X
(v) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, substitute with official number;	X	X	X
(vi) Name of the operator;	X	X	X
(vii) Name of the charterer; and	X	X	X
(viii) Name of classification society	X	X	X
<i>(2) Voyage Information:</i>			
(i) Names of last five ports or places visited;	X	X	X
(ii) Dates of arrival and departure for last five ports or places visited;	X	X	X
(iii) For each port or place in the United States to be visited, list the names of the receiving facility, the port or place, the city, and the state;	X	X	X
(iv) For each port or place in the United States to be visited, the estimated date and time of arrival;	X	X	X
(v) For each port or place in the United States to be visited, the estimated date and time of departure;	X	X	X
(vi) The location (port or place and country) or position (latitude and longitude or waterway and mile marker) of the vessel at the time of reporting; and	X	X	X
(vii) The name and telephone number of a 24-hour point of contact	X	X	X
<i>(3) Cargo Information:</i>			
(i) A general description of cargo, other than CDC, onboard the vessel (e.g.: grain, container, oil, etc);	X	X	X
(ii) Name of each certain dangerous cargo carried, including cargo UN number, if applicable; and .....	.....	X	X
(iii) Amount of each certain dangerous cargo carried .....	.....	X	X
<i>(4) Information for each Crewmember Onboard:</i>			
(i) Full name;	X	X	X
(ii) Date of birth;	X	X	X
(iii) Nationality;	X	X	X
(iv) Passport or mariners document number (type of identification and number); ..	X	X	X
(v) Position or duties on the vessel; and	X	X	X
(vi) Where the crewmember embarked (list port or place and country)	X	X	X
<i>(5) Information for each Person Onboard in Addition to Crew:</i>			
(i) Full name;	X	X	X
(ii) Date of birth;	X	X	X

Required information	Vessels not carrying CDC	Vessels carrying CDC	
		Vessels	Towing vessels controlling vessels carrying CDC
(iii) Nationality;	x	x	x
(iv) Passport number; and	x	x	x
(v) Where the person embarked (list port or place and country)	x	x	x
(6) <i>Operational condition of equipment required by §164.35 of this chapter</i>	x	x	x
(7) <i>International Safety Management (ISM) Code Notice:</i>			
(i) The date of issuance for the company's Document of Compliance certificate that covers the vessel;	x	x	x
(ii) The date of issuance for the vessel's Safety Management Certificate; and	x	x	x
(iii) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates	x	x	x
(8) <i>Cargo Declaration (Customs Form 1302) as described in 19 CFR 4.7</i>	x	x	x

(b) Vessels operating solely between ports or places in the continental United States need submit only the name of and date of arrival and departure for the last port or places visited to meet the requirements in entries (2)(i) and (ii) to Table 160.206 of this section.

(c) You may submit a copy of INS Form I-418 to meet the requirements of entries (4) and (5) in Table 160.206.

(d) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the first port or place of destination. The consolidated notice must include the name of the port or place and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of §160.208 of this part concerning requirements for charges to an NOA.

§160.208 Changes to a submitted NOA.

(a) Unless otherwise specified in this section, when submitted NOA information changes, vessels must submit a notice of change within the times required in §160.212.

(b) Changes in the following information need not be reported:

(1) Changes in arrival or departure times that are less than six (6) hours;

(2) Changes in vessel location or position of the vessel at the time of reporting (entry (2)(vi) to Table 160.206); and

(3) Changes to crewmembers' position or duties on the vessel (entry (5)(v) to Table 160.206).

(c) When reporting changes, submit only the name of the vessel, original NOA submission date, the port of arrival, the specific items to be corrected, and the new location or position

of the vessel at the time of reporting. Only changes to NOA information need to be submitted.

§160.210 Methods for submitting an NOA.

(a) *Submission to the National Vessel Movement Center (NVMC).* Except as provided in paragraphs (b) and (c) of this section, all vessels required to submit NOA information in §160.206 (entries 1-7 to Table 160.206) to the NVMC, United States Coast Guard, 408 Coast Guard Drive, Kearneysville, WV, 25430, shall do so by:

(1) Telephone at 1-800-708-9823 or 304-264-2502;

(2) Fax at 1-800-547-8724 or 304-264-2684; or

(3) E-mail at SANS@NVMC.USCG.gov.

Note to paragraph (a): Information about the National Vessel Movement Center is available on its Web site at <http://www.nvmc.uscg.gov/>. You may submit the notice using any electronic format available on the NVMC website.

(b) *Saint Lawrence Seaway transits.* Those vessels transiting the Saint Lawrence Seaway inbound, bound for a port or place in the United States, may meet the submission requirements of paragraph (a) of this section by submitting the required information to the Saint Lawrence Seaway Development Corporation and the Saint Lawrence Seaway Management Corporation of Canada by fax at 315-764-3235 or at 315-764-3200. The Cargo Declaration (Customs Form 1302) in entry (8) in Table 160.206 must be submitted electronically to the USCS, as required by paragraph (d) of this section.

(c) *Seventh Coast Guard District.* Those vessels 300 or less gross tons operating in the Seventh Coast Guard District must submit an NOA to the cognizant Captain of the Port (COTP). The Cargo Declaration (Customs Form 1302) in entry (8) in

Table 160.206 must be submitted electronically to the USCS, as required by paragraph (d) of this section.

(d) *Submission to the United States Customs Service's Sea Automated Manifest System (AMS).*

(1) Beginning July 1, 2003, the Cargo Declaration (Customs Form 1302) in entry (8) in Table 160.206 must be submitted electronically to the USCS Sea AMS by one of the following methods:

(i) By direct connection with USCS or by purchasing the proper software; or

(ii) Using a service provider or a Port Authority.

(2) To become a participant in Sea AMS, submitters must provide a letter of intent to USCS prior to first submission.

§160.212 When to submit an NOA.

(a) *Submission of NOA.* (1) Except as set out in paragraph (a)(2) of this section, all vessels must submit NOAs within the times required in paragraph (a)(3) of this section.

(2) Towing vessels, when in control of a vessel carrying CDC and operating solely between ports or places in the continental United States, must submit an NOA before departure but at least 12 hours before entering the port or place of destination.

(3) Times for submitting NOAs areas follows:

If your voyage time is–	You must submit an NOA–
(i) 96 hours or more; or	Before departure but at least 96 hours before entering the port or place of destination; or
(ii) Less than 96 hours	Before departure but at least 24 hours before entering the port or place of destination.

(b) *Submission of changes to NOA.* (1) Except as set out in paragraph (b)(2) of this section, vessels must submit changes in NOA information within the times required in paragraph (b)(3) of this section.

(2) Towing vessels, when in control of a vessel carrying CDC and operating solely between ports or places in the continental United States, must submit changes to an NOA as soon as practicable but at least 6 hours before entering the port or place of destination.

(3) Times for submitting changes to NOAs are as follows:

If your remaining voyage time is–	Then you must submit changes to an NOA–
(i) 96 hours or more;	As soon as practicable but at least 24 hours before entering the port or place of destination;
(ii) Less than 96 hours but not less than 24 hours; or	As soon as practicable but at least 24 hours before entering the port or place of destination; or
(iii) Less than 24 hours	As soon as practicable but at least 12 hours before entering the port or place of destination.

(c) *Submission of the Cargo Declaration (Customs Forms 1302).* (1) Except as set out in paragraph (c)(2) of this section, all vessels must submit to USCS the Cargo Declaration (Customs Form 1302) in entry (8) to Table 160.206, within the times required in paragraph (a)(3) of this section.

(2)(i) Except for vessels carrying containerized cargo or break bulk cargo, vessels carrying bulk cargo may submit the Cargo Declaration (Customs Form 1302). Entry (8) to Table 160.206) before departure but at least 24 hours before entering the U.S. port or place of destination.

(ii) Vessels carrying break bulk cargo operating under a USCS exemption granted under 19 CFR 4.7(b)(4)(ii) may, during the effective period of the USCS exemption submit the Cargo Declaration (Customs Form 1302), (Entry (8) to Table 160.206) before departure but at least 24 hours before entering the U.S. port or place of destination.

§160.214 Waivers.

The Captain of the Port may waive, within that Captain of the Port's designated zone, any of the requirements of this subpart for any vessel or class of vessels upon finding that the vessel, route area of operations, conditions of the voyage, or other circumstances are such that application of this subpart is unnecessary or impractical for purposes of safety, environmental protection, or national security.

§160.215 Notice of hazardous conditions.

Whenever there is a hazardous condition either aboard a vessel or caused by a vessel or its operation, the owner, agent, master, operator, or person in charge shall immediately notify the nearest Coast Guard Marine Safety Office or Group Office. (Compliance with this section does not relieve responsibility for the written report required by 46 CFR 4.05–10.)

(FR 2/28/03)